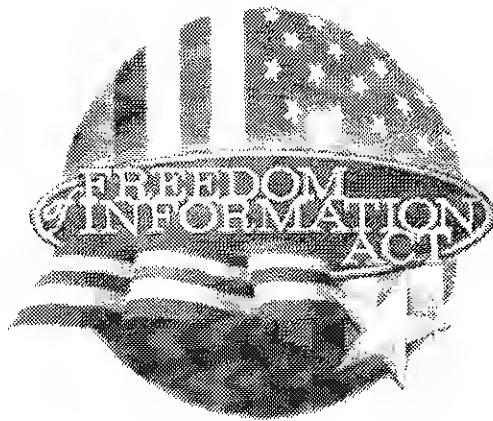


**FREEDOM OF INFORMATION
AND
PRIVACY ACTS**

SUBJECT: KOREAN AIRLINE FLIGHT 007

PART:1 OF 1



FEDERAL BUREAU OF INVESTIGATION

THE BEST COPY
OBTAINABLE IS
INCLUDED IN THE
REPRODUCTION OF
THESE DOCUMENTS.
PAGES INCLUDED THAT
ARE BLURRED, LIGHT, OR
OTHERWISE DIFFICULT
TO READ ARE THE
RESULT OF THE
CONDITION OF THE
ORIGINAL DOCUMENT.
NO BETTER COPY CAN BE
REPRODUCED.

KOREAN AIRLINE FLIGHT 007

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET4

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Page(s) contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-1

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET3

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-2

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

~~SECRET~~

56

MESSAGE RELAY VIA TELETYPE
(RESTRICTED USE)Date: 9-2-83 PRECEDENCE: IMMEDIATE PRIORITY ROUTINE

FM: DIRECTOR, FBI

TO: SAC WASHINGTON FIELD
ADIC New York

Plt 16
 () ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 EXCEPT WHERE SHOWN
 OTHERWISE

- White House/WH/
- Bureau of Alcohol Tobacco Firearms/BATF/
- Central Intelligence Agency/CIA/
- CIA DCD/DCD/
- Dept. of Energy HQS/DOEHQ/
- Dept. of Energy Germantown DIV/DOE/
- Dept. of Justice/DOJ/
- Dept. of State/DOS/
- Dept. of the Army/DA/
- Dept. of Treasury/DOT/
- Defense Intelligence Agency/DIA/
- Director National Security Agency/NSA/
- Director Naval Investigative Service/DIRNAVINSERV/
- Drug Enforcement Admin./DEA/
- FAA Washington HQ/FAA/
- HQ AFOSI Bolling AFBDC/AFOSI/
- INSCOM Ft. Meade/INSCOM/
- Nuclear Regulatory Commission/NRC/
- U.S. Customs Service/UCS/
- U.S. Immigration & Naturalization Service/INS/
- U.S. Secret Service/USSS/
- Other: _____

BT

Classification: ~~SECRET~~

Addressee Internal Distribution

For: _____

Subject: _____

12 SEP 8 1983

 See Attached

Approved By:	Originator:	Tele Ext.	Room/Div.:
<i>Oppa/mo</i>	[REDACTED]	4650	4247-6 b7C

045522

FBI/PA # 274,982
 APR 19 83
 CENTRAL F. B. I.
 E.O. # 12356
 DATE 10-5-87 IMMEDIATE SP845/b6
 S-1 10-5-87 (S) b1

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-3 Attachment.

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXXFEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-4

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET3

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-5

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

5 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Page(s) contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-6

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

7 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-7

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-8

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET4

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Page(s) contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-NR dated 9/30/83

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-9

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

5 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-10

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-11

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXXFEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

4 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-12

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

~~SECRET - EYES ONLY~~

THE GOVERNMENT September 12, 1983

THE GOVERNMENT

Honorable William P. Clark
Assistant to the President for
National Security Affairs
The White House
Washington, D.C.

10-5-87
Classified by SPAGY/Lab
Declassify on: CAD

Re: Soviet Attack on Korean Airliner
Flight 007, September 1, 1983

Dear Bill:

[REDACTED]

b1

[REDACTED]

b1

Please let me know if you have any questions or desire
further specific information. You will be promptly informed as
new matters come to our attention.

Sincerely,

William H. Webster
Director

149-12981-13

SEP 13 1983

b7C

~~SECRET - EYES ONLY~~

Exec AD Adm. _____
Exec AD Inv. _____
Exec AD LES _____
Asst. Dir.:
 Adm. Servs. _____
 Crim. Inv. _____
 Ident. _____
 Insp. _____
 Intell. _____
 Lab. _____
 Legal Coun. _____
 Off. Cong. &
 Public Affs. _____
 Rec. Mgmt. _____
 Tech. Servs. _____
 Training _____
Telephone Rm. _____
Director's Sec'y _____

MAIL ROOM

Egj

DELIVERED BY LIAISON
DATE 9/12/83 RLF

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET

 1 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b 1 with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

 Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

 Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149 - 12981 - 13 enclosure

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXXFEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

5 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-14

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET4

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-15

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-NR dated 9/26/83

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

MEMORANDUM

DATE: 10/13/83

TO : DIRECTOR, FBI

FROM *OB/RB* NEW ROCHELLE MRA (26-0)

SUBJECT: INFORMATION CONCERNING
KOREAN AIRLINES FLIGHT 007
DAMV
(OO:NR)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10/5/87 BY SP8/tj/for

Enclosed for the Bureau is one copy [REDACTED] b7D

[REDACTED] For the information of the Bureau, [REDACTED] b7D

On 10/7/83, [REDACTED] Secret Service, New York City, verified there is no Secret Service Agent in the New York area by the name of [REDACTED] b7C

On the same date, [REDACTED]

Enclosed letters are self-explanatory and no threats appear [REDACTED]. Accusations appear to have been written by an emotionally unstable individual and are furnished for information purposes only. b7D

NRMRA conducting no further investigation at this time.

(2) - Bureau (Encls. 2) (INFO)
1 - New Rochelle

149-12981-16

EXPOSURE ATTACH(M)

(3) NOV 15 1983

2 OCT 10 1983

b7C

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

2 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b7D with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-16 enclosure

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET32

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Page(s) contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-17

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET**6

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-18

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

Memorandum



To : Director
Attn: Personal and Property Crimes
From: Section Chief John Schreiber, Rm. 5030
Brooklyn-Queens (JFKRA)

Subject: Unsubs:
Destruction of Korean Airline
Flight #7 (JFK to Seoul, Korea)
8/31/83
DAMV

Date September 1, 1983

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-15-87 BY SP8/JL

Re BQ telcall to FBIHQ (Section Chief John Schreiber), 9/1/83

Enclosed for the Bureau are:

1. Passenger Manifest for Korean Airlines flight 007, 8/30/83
2. Special information sheet re flight 007

Bureau is requested to contact JFKRA if any additional information is requested re captioned matter as flight information is maintained in New York.

b7c

149-12981-19

Q Bureau (encl 2)
2- Bq 149A- (encl 2)
1- JFKRA

23 NOV 30 1983

LIN/JUNGSANDR	37C	LIU/CMRS	34H
LIN/SANMEIMR	34J	LIU/PMISS	34K
LIU/CMSTR	QJ	C LOMBART/AIDENMR	08H
LIU/Y	09H	LUI/JOHNMR	44A
C LOMBART/DONMR	20B	JANG/GS	20H
KIM/EKYUMR	20K	JANG/ST	21H
JANG/YT	21K	HONG/HYONGUNGMR	25C
JANG/SY	34C	MANO/SAYORIMISS	43H
MA/SJMR	11B	MCNIFF/KEVINMR	24C
C MCGETTRICK/MARKMR	55A	M METCALF/CHRISTAMISS	55B
METCALF/CHONGMRS	55C	MILLER/EDNA	28A
M METCALF/RITAMISS	57A	MOLINE/JANMRS	16K
MIN/KYOUNGHUNMR	47A	NASSIEF/ANTHONYMR	43C
NAKAZAWA/TAKESHIMR	31E	OACAMPO/MCMISS	31F
OACAMPO/CMISS	31G	C OH/CHUNGCHOOMS	07A
M OACAMPO/SEMRS	19G	OKAI/YMRS	19F
OKAI/MMR	31H	C OREN/WILLIAMMR	10A
OLDHAM/JOHNMR	52K	OSED0/MIDORIMRS	33K
OSAKA/NORIYUKIMR	42H	PAKARANODOM/SMR	42J
PAKARANODOM/SMR	42K	PAN/LIMEIMS	39C
M PAKARANODOM/SMR	53K	PARK/AHEKYUNGMR	42D
PANAGOPOULOS/GMR	42G	PARK/HANTAEMR	27K
PARK/GRAHAMMSTR	52G	PARK/HONGSOONMRS	37A
PARK/HEUNGSEOLMR	41D	M PARK/SARAHMISS	41G
M PARK/MINSIKMR	19A	PATEL/KMR	41C
PARK/SEUNGHAMR	32K	POWRIE/IANMR	26K
PETROSKI/RMR	31D	NAKAO/N	43K
M PUTONG/JMRS	29C	F MCDONALD/LAWRENCE	02B
PARK/JAHNGAUNMR	49C	RHEE/SOOSHICKMR	23K
OMBLERO/A	52D	ROBERT/FMR	45B
RHEEPARK/JAEILMRS	40C	M RYU/OKMYUNGMR	36D
RYU/GYUNGGEUNMR	54K	SCRUTON/RMRS	50H
SAYERS/LMR	48K	SHIIKI/LMS	29A
M SEO/JOOOKMRS	29B	SHIMIZU/MIYAKOMRS	46K
SHIIKI/SMRS	34A	SIRIPOON/JMRS	42C
SIOW/WOONKWANGMR	27C	SOHN/KYUNEOKMRS	36H
SLATON/JESSIE	22J	SON/YOUNGJAMRS	22K
SON/SOJAMRS	49E	STECKLER/IMRS	37D
SONG/ANNAMRS	37G	STEVENS/HIROKOMS	35K
STECKLER/SMR	27D	RYU/CHOONTAEKMR	20A
SWIFT/FRANCES	09A	TAKEMOTO/KMR	32A
C SIU/ROBIN	32B	TANAKA/KEIKDMISS	32C
TAKEMOTO/TMRS	39A	TOMITAKA/YAEKOMISS	30C
TIEN/CHIMRS	51C	WANG/YUNSHENGMR	41H
TSAO/YUENMR	21A	WENG/MTMR	52C
WEE/KANGILMR	27H	WUDUUN/SMS	33D
WONG/MICHEALMR	29C	YAMAGUCHI/MMR	29D
YAMAGUCHI/MMR	566	YEH/CLMRS	20F
YEH/C	48B	YI/YMR	54B
YEUNG/OKINGMRS	38C	YOO/BYEONGSOOKMRS	23A
YODEN/KAZUKOMS	18K	YOON/SUNGBOO	51D
YOO/CHUNGSOOMR	11A	YUEN/CHIBONGMR	40A
C YU/KABILMR	48C	YUH/TONGYEALMR	18H
M YUEN/WAI SUMMISS	37H	ZAREH/DMR	36C
YUN/EISIKMR	27A	TRUPPIN/MICHAELDR	16J

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-5-07 BY SP8427

149-12981-19
EX-100

PASSENGER MANIFEST

KOREAN AIRLINES
HKG-AK-KE007 30AUG
FROM NEW YORK USA TO SEOUL KOREA

ROUTE SURVEY AND ITINERARY

C/I CURN ME INITIAL

F 01 001 - 017/000/000
C 012 - 010/002/000
Y 231 - 206/022/003
TTL 244 - 217/024/003

GRAND TOTAL

F 0101 - 001/000/000
C 012 - 010/002/000
Y 231 - 206/022/003
TTL 244 - 217/024/003

D - 4 anchorage

PASSENGER MANIFEST

KOREAN AIRLINES
HL-7442 HE007 30AUG
FROM NEW YORK USA TO SEOUL KOREA

C/I SURNAME/INITIAL

AIRYADEJ/DIANMRS
AVECILLA/JMISS
BAHK/MRIC
BAYONA/LMS
BEIRN/JMR
C BEVINS/RICHARDMR
BOLANTE/NMS
BURGESS/JAMES
CARRASCO/CMR
CASER/CMR
CHAMBERS/JOYCE
CHAN/JOSEPHMR
CHANG/MASONMR
CHANLIN/YSMRS
CHEN/JUYENMRS
CHENG/CCMR
CHO/JAEMOOK
CHOUAPOCO/CMR
CHOUAPOCO/MMRS
CHUNG/OKSOONMRS
CRUZ/AMR
CRUZ/EMR
CULP/MARIE
DAWSON/LUCILLE
DORMAN/SMR
ELLGEN/RMR
FITZPATRICK/LILLIAN
GALANG/BMS
C GRENFELL/MJMR
CM GRENFELL/NMISS
GUEVARA/AMRS
HA/MYOSOONMRS
HAN/JUNGMINMISS
HAN/SUNSUKMR
HANSUWANPISIT/AMS
HJALMARSSON/JMR
HO/YUKYEEMISS
HWANG/BYUNGSOOKMRS
M INOUE/KMRS
ISHIHARA/MASUYOMRS
JAMES/HAZEL
JUNG/H
KATZ/JACKMR
KIM/BEUMCHENMR
KIM/GANNANMRS
KIM/LEESIKMR
KIM/SOONTAEK
KIM/WOOSHIKMR
KITAO/HITOMIMS
KOBAYASHI/IKUKOMISS
KOHN/ALLAN
KOLE/MURIEL

C/I SURNAME/INITIAL

38D ARIYADEJ. SAMMY
49A BAEK/YUNJMR
54D BAYONA/AMS
43B BE/BUNSOONMRS
32J BESELL/ELEANOR
10B BOLANTE/EMR
30E BROWNSPIER/KMS
25A CAMPBELL/SMISS
27E CARRASCO/MEMISS
50C M CHAI/SOONYUNGMR
27G CHAN/AMADOMR
45K CHAN/SJMR
31K CHANG/TSAICHENMR
29G CHEN/FULONGMR
41J CHEN/SHIAOFENMISS
55K M CHENLEE/JENRONGMRS
16C CHOI/NYUMSOONMRS
47H CHOUAPOCO/CMISS
47K CHUNG/HWASUNMRS
35H COVEY/MERRYLOUMS
40B CRUZ/EMISS
40G CRUZ/FMRS
53C DANG/LOCMR
26A DEMASSY/FMR
17C DRAUGHN/SMISS
17G EPHRAIMSONABT/AMISS
26C FORMAN/EMRS
38K GREGOIRE/JOHNPULMR
07B C GRENFELL/MRS
07H CM GRENFELL/SMISS
46A GUEVARA.T
22A HABA/HIROKIMR
36E HAN/MANCHULMSTR
52B M HAN/UNGJUNMR
35A HENDRIE/MMISS
18G HO/MINGTAIMR
41A M HOMLAOR/TMSTR
17J INOUE/AMSTRCH
32E M INOUE/MMISS
41K IU/WAIKONGMR
53A JANG/SANGJUNMR
25H M KANG/YONGCHAEMSTR
21C KAWANA/HMR
52A KIM/CYMR
25D KIM/JINHMR
56A KIM/RAESOOMR
17A KIM/WONBOKMRS
23B KIM/YUNGSIKMR
37K KO/YMR
30A KOBAYASHI/SHOICHIIMR
33A KOHN/LILIAN
28K KONG/KING
54C KU/CHUNHWA

PASSENGER MANIFEST

KOREAN AIRLINES

HL-7442 KE007 30AUG
FROM NEW YORK USA TO ANCHORAGE USA

C/I SURNAME/INITIAL

SEARS/ROBERT
SEARS/KMRS

C/I SURNAME/INITIAL

53E SEARS. MICHAEL
53F M SEARS/JAMIE

F 000 -000/000/000
C 000 -000/000/000
Y 004 -002/001/001
TTL 004 -002/001/001

got off
at ANCHORAGE
ALASKA

53G

Special information

FBI ME 0017 30 AUG 1557 JFK
ENG F 0 C 13 Y246
HGT 0 0 0
SEL 0 13 246
WHT 12 24 372

INBOUND DNN

PA 225 3 YYC (4)
UA 526 2 ORD
PA 185 3 PIT
PA 24 4 DTW
PA 527 1 BOS
PA 782 4 YYC 2
PA 588 4 DCA
PA 183 4 ATL
PA 517 3 ATL
OUTBOUND DNN

PA 724 2 SEL
PA 724 2 SEL
PA 610 1 SEL
PA 703 2 SEL
PA 612 2 SEL
PA 643 2 SEL
PA 631 1 SEL

17HEN 17LNGM 3Y RNX4K2
REF ID: A611545 FILP3 ORT/TPE/FINAL
DISCRETE HI-REO
LINE 11HU

149-12981-19

ENCLOSURE

1BONDJ Y RATJNB
OSIKA KE121/1SEP SEL/PI UNA TO BUK DIF SHUTTLE SVL
OSIKE RETURNING SEAMEN
1AVECILLA/JMI 1Y 178F
ASIKE YHAPBO
1CARRASCO/CMR 2Y RC7K8F
OSIKE YHHPBD
OSIKE CHD OF MUNDER/LMRS TRVLNG UNDER FATHERS NAME. CARRASCO
OSIKE NIN NSST
1BREM/YUNJMR 1Y RHLYJY
OSIKE HLDING TCK
OSIKE VIP CARD NBR KK2809 ✓ EXEC CLS VIP
OSIKE JUNI EXECUTIVE CLS
1CRUE/FMP 2Y RLY3V2
OSIKE YHAPBO
1CRUE/EMISS 1Y RLANQB
OSIKE W F6M
1BEIRN/JMR 2Y RNGX42
OSIKE YELLY FARE
1CHUNG/ONSOON 1Y RABB7S
OSIKE DONG H TRVL
OSIKE WHFLY
OSIKE LCTT NYC212 695 1101 A ✓
1ERINNEPIER/K 1Y RENU4S
OSIKE CNT NYC212 594 5860 A SEAGATE TVL
OSIKE CTR NYC 212 391 5500 B
ESPNSSTHEPN1 AISLE PLZ/THX MUCH
1CHOURPOU/CM 1Y RKCGSJ
OSIKE YLELY
1CHOURPOU/MM 2Y RENVOF
OSIKE JOHN BYRS
OSIKE YLILY
OSIKE TOP3 RKCGSJ
1COPRN/STANL 1C RF5RS2
THE VIP CARD NBR KK3270 EXP 31 DEC/83 ✓ VIP
ESPNSSTHEPN1 ISLE
1ERYOUNG/LMS 2Y RN7GB2.
OSIKE YLELY
1CHUNG/HWASUN 3Y RIBYT6
OSIKE YOR FARE
OSIKE WY CHD SYRS N 3YRS
1CHUNG/JUVENMS 1Y RR5372
OSIKE YHPPD
1CHUNG/TERICH 1Y RER33E
OSIKE YHPE FARE
1ELL/GEN/EMR 1Y RNKQ5B
OSIKE YHPS FARE
1BHEN/JOONGDOAN 4Y RGAITB
OSIKE JHO 1INF ✓ INF (Kyung Min)
1CHSEUNG 1Y RE6ZH2
OSIKE YLF1Y/
1BESSELL/ELER 13Y RLZ2FJ
ESPNSSTHEPN1 IWCT/HKG/TUE/SRS
OSIKE USA KYOTO HOLIDAY INN HTL
OSIKE THE MIRAMAR HTL
OSIKE HMO LEE GARDEN HTL
1FORMAN/EMPS 1Y RNX5DF
OSIKE OHL/EM
1CHAI SOOMYUN 1Y RQ4UEF
ESPNSSTHEPN1 ADAR TO MR CHAI/SEUNGSUK IN TYO 32341B9
OSIKE FAK 12YRS OLD BOY
OSIKE KIM/ADAR TYO-323-41B9 MRS. CHAI X TYORRKE/29RUG
1CHOL/THENOOK 1Y RBHUEJ
OSIKE CNT NYC212 986 4940 A ✓
OSIKE JNL EXECUTIVE CLS ✓ EXEC CLS
1CHMBELLY/SMI 1Y RNW3RB

SSRGRPSKETCPI CL 10MFIRAL.

OSIKE YHAPBO

1ARIIYADEJ/DIA 1Y R3CS

OSIKE 1 INF 3 MONTHS OLD

OSIKE WAS FARE OPEN RET

1DUDMANENR 1Y RSLQVN

OSIKE VIE TARD HLDR

1BOLANTE/EMR 1Y RAACEF

OSIKE YHE1Y FARE

1BOLANTLYMMS 1Y RMPJS6

OSIKE YHE1Y FARE

1CHAN/PAHDUMR 1Y RFECWJ

OSIKE YHE1Y FARE OPEN RET

OSIKE CFH TO KARL

1DPRMBERGER/S 1Y RSNTYB

OSIKE YD2/DW

1DOVEY/MEPRYL 1Y RQ474B

SPRWG11KEPN1

INE (DMSTR)

1EPHRAINSONAB 1Y RASB42

OSIKE YHE1Y

1CHAN/SJMR 2Y RDQHKJ

OSIKE YHAPBO

1GALANG/EMS 1Y RGFXV2

OSIKE YLE1Y RET OPEN

1GREENFELL/MJM 40 RUF3TS

OSIKE 716-348-8995-A VAN ALPHEN ✓

OSIVY UTHS MISS N IS 5YRS-MISS S IS 3YRS

OSIKE NMN POW NBR?

1GREGGOIRE/JOH 1Y RTD3EB

OSIKE RET/SEG

1HJALMARSEON/ 1Y RBJUZZ

OSIKE FAX HLDR TKT

1ISHIHARA/MAS 1Y RJHC6

OSIKE NMN NO SMOKING WINDOW

OSIKE FAX HTN

1HAM/YONGHOON 2Y RPWRYB

OSIKE RTN SEG

OSIKE WINDOW SEAT

1HA/MYOSONMR 1Y RICKL2

OSIKE YD2

1QUEWAPH/AMRS 1Y RCHJQ6

OSIKE YLE1Y

OSIKE 1 INR/GUEVARA/T

INE

1HUMMINGSTAIMR 1Y R13DTB

OSIKE YD2 FARE

1HO/KIYOUNGMR 1Y RDXFX6

OSIKE DG/RC25

1IU/WAKKONGMR 1Y RCHLRF

OSIKE YHAPBO

1JINDEU/KMRS 3Y RBHRL6

OSIKE CH 3YRS

SSPNSSTKEPN1 WINDOW SIDE

1JHAN/LUNG/UNMR 4Y RTCH2S

OSIKE LCHD

OSIKE EX SVC/GTR FAX/PUSAN UNIV/PREF

OSIKE 2CHO/4HRS/3YRS

EXEC SVC GTR

1HENRY/E. NMIS 1Y RCLASN

OSIKE FAX CTC 416 920 2426

OSIKE HE/HLL TRAVEL 416 366 1188

1HOMILASR/TMST 2Y RSYDJJ

OSIKE 1 YRS OLD

OSIKE WAS FARE

1JANG/SANGJUN 2Y RT227N

OSIKE YHE120 RET SEG

1JUBHYASHI/IK 1Y REQMUN

OSIKA APP BY KE008Y29JUL 'SEL

1KIM/YOUNG 1Y RN6YX2
OSIKE WL PUR IKT
1KUNG/CFMR 1Y REXVJ
OSIKE CTCT LAK213 61 000 A
1KIM/CYMR 1Y RREPLS
OSIKE PET/SEG
1KIM/TINHMR 1Y RFFCIB
OSIKE TRAVEL WITH LILLIAN INC
OSIKE YHE1Y
OSIKE CTCT NYC212 947 2488 A
1HMON/SHINGHEE 1Y RLZK8B
OSIKE YDL
1FJM/YHOJEMPS 1Y RIDG7N
OSIKE YLE1Y
1KANG/YONGCHA 1Y RA2TTF
OSIKE UM/8YRS/M/KOREAN
OSIKE G-DIAN ADRS/ 3518 ELM ST. ALLENTOWN PA. 18104
OSIKE SEL G-DIAN CTCF POHANG 1562-2-5179 TO CHUNG/SOOMIN
ESPOHSKEMHL G-DIAN CTCF 215 820-5886 ATTN KANG/DUYOUNG/FTHR

UM ✓

1KIM/YHITOMI 1Y RH38XW
OSIYY APP KE12Y13AUG SELLAX
OSIUA YY USA
1KIM/WINEOKMR 1Y RFIJIN
OSIKE YDZ ARIRANG TRAVEL
OSIME CTCT NYC212 221 7189 ARIRANG LEENA
OSIKE CTCH NYC516 746 4084 HOME
1KIM/SOUNTRAK 1Y RGXSJN
OSIKE ATP FAX X EK SVC X SMST X JUNG ANG GYO YUG YEONSU WON BU JANG EXEC SUC
1KIM/WIN HMR 1Y RLEHBF
OSIKE YDZ FARE
1KIM/YOUNGHIM 2Y RURSCF
OSIKE RET SEG
1KIM/PPESOOMR 2Y RTCINS
OSIKE SEPEN M/V DELFINI V.
OSIKE FINAL DESTINATION IS PUS
1PHON/YOUNKEU 1Y RGMU6B
OSIKE YDZ FARE
1KIM/GANNANMR 1Y RLCPFJ
OSIKE YDZ FARE
1HATZ/JACKMR 1Y RE7ZV2
OSIKE YLE1Y
OSIKE NN1 NON SMOK AISLE ST
OSIKE WOH KA 811
OSIKE NN1 EXEC SVC EXEC SVC

1FL/TEUNHYUNG 2Y RSUXQN
OSIKE YHE1Y FARE OPN RET
1LEE/TPINGBON 1Y RN7TQW
OSIKE RET SEG
1LEE/UNGKOMP 2Y RBJETN
OSIKE PTN SEG
1LEE/YHEYOUNG 4Y RATZV2
OSIKE JCHW/8YRS
OSIKE YDZ
1LIM/CHIPS 3Y RC2CT6
OSIKE WHRPO 1Y RIS3C2
OSIKE WHRPO
1MN/YCOUNGHU 1Y RTKVY2
OSIKE YH51Y ARIRANG TRAVEL
1LT/MLHNP 2Y RIFQYJ
OSIKE NN1 WHLCHAIR DUE OLD AGE/80

GTR PAK ✓

1LEUNG/CHILMAN 1Y RHLJCN
OSIKE WHRBO FARE
1NASETEEVANTH 1Y RPWSZJ
OSIKE YDLY FARE
1METCALF/CHON 3Y RC7ZA6

WHCH

OSIKE E CHI 1Y RICZB
OSIKE YM FA FOR METCO T/CMRS
OSIKE TKT WL BE REISSUED AT APO
SSRFOTHSAL PLS M/R TO FEE AT TEK NO ENG
1MM/5JMR 1Y RICZB
OSIKE YHAPBO 1Y RICZY6
JLEE/INHOMR 1Y RICZY6
OSIKE DONG A TRVL
OSIKE YHE1Y
OSIKE CTCT NYC212 695 1101 A
OSIKE CTCH NYC201 422 31B1 H
1LIM/JONGTIND 1Y RL58J
OSIKE COLUMBIA UNIVERSITY PROFSR
OSIKE YHE1Y
1LIM/JONGCHUL 1Y RBQ73J
OSIKE EWHA TRAVEL SERVICE ANNE
OSIKE YHE1Y
OSIKE CTCT NYC212 244 3345 A
OSIKE CTCH NYC212 352 9201 H
1MONIFF/KEVIN 1Y RQNEWW
SSGRPSKETCPS SFO/JFK/TPE/SRS
1NANO/SAVORIM 1Y RNXHS2
OSIKE YHE1Y
JLEE/MYUNGHWA 1Y RGMRXB
OSIKE RTN SEG
JLEE/EUNHEEMI 1Y RIUJ8B
OSIKE YHE1Y/OPN RETN
1LANTIN/PAYMU 1Y RBB55J
OSIKE YHE1Y
1LAOHHATHAI/SU 1Y RDA25N
OSIKE YOZ
1MOGETRICK/MA 1C RJVDH6
OSIKE TOP3 OREN/WILLIAMMR
SSRNNSSTKEPN1 WINDOW ISLE AND ISLE FOR MR M MR B AND MR O
1PATEL/KMR 1Y RDNL7N
OSIKE YHE1Y
SSPVMILKEPN1 1C V6NL
10SEGU MIDORI 1Y RHFBS
OSIKE RET SEG
1SHIUVKOMR 1Y RTEPSN
SSPGRPSKETCPI ORT/TPE/ADD
OSIKE YHAPBO
1OLDHAM/JOHN M 1Y RMJC9S
OSIKE YHE1Y RET OPEN
OSIKE ORIENTAL TRL 349-4090 WL BE ISSUED TKT
SSRNNSSTKEPN1 ISLE SEAT
150HN/KYUNEOK 1Y RBKG8W
OSIKE RTN SEG
1SKRUTON/RMRS 1Y RUE2GB
OSIKE YHE6M
1FONDIF/IRANMR 1Y RARBTB
OSIKE YHE1Y
OSIKE FA1 HLDG TKT FOR KE7/28AUG X PLZ COLLECT USD50 FOR PENALTY 1PARK/MIN
4Y RDM79S
OSIKE YY 2CHD 4YRS N 2 1/2 YRS
OSIKE YHE1Y
150N/SOJAMRS 2Y REF3K2
OSIKE RET SEG
15ED/1000KMR 2Y RBQ8E2
OSIYY 1CHD 4YRS
10CA1FD/SEMRS 4Y RF56MF
OSIKE YHE1Y
OSIKE 2CHD 4/3YRS
1SHIIKKI/SMRS 2Y RJLEAN
OSIKE YG2 FARE
10M/CHUNGCHO 1C RHQA2S

Date

1STECKLER/IMR 1Y RGA6N
SERGRPSKETCP2 LKB/NYC/1
OSIHE YHESKE/NIN/VMGL
OSIHE TCP2/STECKLER/IMRS
OSIHE NN1 HE NS/FRONT SECTION ✓
1STRIPOON/JMR 1Y RGAC6N
SERGRPSKETCP1 NYC/BKK/FINAL
OSIHE YHAFB0
1STECKLER/IMR 1Y RP2CZN
OSIHE TCP2 STECKLER/MR
SSPVGMLKFPNL
OSIHE NE/1 TWDN FRONT SECTION ✓
OSIHE 1TCP1 STECKLER/S ✓
10KA1/MMR 2Y RCKAJW
OSIHE YB2 FARE
OSIHE PDRP W SEND TWO CATS AS BAGGAGE
IPAPK/HANTHEM 1Y REGZD6
OSIHE YHESM RET OPEN
1PYUMLGYNGGU 1Y RDWRUB
OSIHE YHELY AHIRANG TRAVEL
OSIHE CTCL NYC212 221 7189 AHIRANG LEENA
OSIHE CTCH NYC301 441 8694 HOME
1PHN/LIMFIMS 1Y RT42R2
OSIHE RET SEG
1HUFFIN/MICHE 2Y RU4RJF
OSIHE KAST
10PAH NUPUYU 1Y RNV8GN
OSIHE PRR FE8/20AUG SEL
1SIUNWNOONKWA 1Y RJJWL8
OSIHE PLE PNU STPC HTL VCHR AT SELKI
OSIHE STPC NOT APPLICABLE TO SPCL FARE TKT HLDR W/O AUTH
1SH1MICH/MIYA 1Y RRVXDB
OSIHE MHP E008Y20AUG SEL
1PHN/WANLOOM/ 2Y RCG4MF
OSIHE YHAFB
OSIHE 1 CHN
1YU/TINMF 1Y RGMR8F
OSIHE YHELY FARE OPN RET
1YEH/D 2Y REG4DF
OSIHE POCALG
1TSAD/NUENMR 1Y RATHVS
OSIHE TRAVEL WITH LILLIAN INC
OSIHE YHELY
OSIHE CTCL NYC212 947 2488 A
OSIHE CTCL NYC212 619 3833 B
1YUEN/HISUMM 2Y RGLDNF
OSIHE 1CHD PYRS
1YLEN/CHIBONG 1Y RJLSB6
OSIHE 1CHD PYRS
1YHNGUCHI/MM 1Y RISD22
OSIHE YUO THRE
1LLEN/CHMRS 1Y RNCXGB
OSIHE YHAFB
1YUH/TONYEYL 1Y RKJBFF
OSIHE NN RCL ✓
1MEY/KHN/ILMR 1Y RMQKTH
OSIHE FNT SEG
1YUN/ELSEKMR 1Y RFFQJN
OSIHE YHELY
1YHNGYUNSHEN 1Y REPCK2
OSIHE YHELY FARE OPN RET
1YOMITACH/YAE 1Y RPNHYJ
OSIHE PRR E008Y24JUN SEL
1HUDUUN/ZHS 1Y RKVE32
OSIHE YHELY FARE OPN RET
1TANAKA/H/EIKO 1Y ROD7GW
OSIHE PRR E008Y5AUG SEL
1TAKEHITO/LKMR 2Y RGVOIS
OSIHE PRR E008Y5AUG SEL
1YOO/CHUNGSOO 1Y RL3STB
OSIHE NN1 EXC SVC/GTR PKX ✓
EXEC SUC GTR ✓

U.S. GOVERNMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
COMMUNICATION MESSAGE FORM

PAGE 1 OF 4

094

DATE: SEPTEMBER 13, 1983 CLASSIFICATION: SECRET/UNINTEL

PRECEDENCE: IMMEDIATE

05100 41 46 47 411E423 H0094 256213014550 132035Z SEP 83

► START HERE

DIRECTOR FBI

TO 41/WHITE HOUSE SITUATION ROOM

46/DIRECTOR CIA

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
EXCEPT WHERE SHOWN
OTHERWISE

FEDERAL GOVERNMENT

411/SECRETARY OF STATE

ATTN: BUREAU OF INTELLIGENCE AND RESEARCH

BT

SECRET/UNINTEL

(S) b1

6-5-87
Classified by SP844/for
Declassify on: OADR

THIS COMMUNICATION IS CLASSIFIED "SECRET" IN ITS ENTIRETY

(S) b1

SUBJECT: NON-ALIGNED NATIONS' VIEW OF SOUTH KOREAN AIRLINE
INCIDENT

REPORT NUMBER: 3B-YU-150-4-83 N-86 DE-126

DATE OF INFORMATION: SEPTEMBER 9, 1983 141-1271-198

SOURCE: A CONFIDENTIAL AND SENSITIVE SOURCE WHO HAS

12 SEP 27 1983

b7C

b7C

SEE NOTE PAGE FIVE

17 DEC 81983

R&T

FOUR
EIGHT ZERO

213000Z
ENCLOSURE

SECRET

01

SECRET

2

PAGE TWO 423 0094 S E C R E T UNINTEL
FURNISHED RELIABLE INFORMATION IN THE PAST AND IS IN A POSITION
TO OBTAIN THIS INFORMATION. FBI HEADQUARTERS ACKNOWLEDGES
THAT THIS INFORMATION IS INCOMPLETE, HOWEVER, IT IS BEING
PROVIDED FOR YOUR INFORMATION. ADDITIONAL DETAILS ARE NOT
AVAILABLE AT THIS TIME.

(s)

AII
b)

15

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET

3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b1 with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-19X pgs 3,4,5

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

SECRET

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- Airtel

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
- SECRET
- CONFIDENTIAL
- UNCLAS E F T O
- UNCLAS

Date 9/21/83

TO: DIRECTOR, FBI
 FROM: SAC LOS ANGELES [REDACTED] (S) (P) b1
 RE: *RFB 9/25/83* KOREAN AIRLINES FLIGHT #007
 INFORMATION CONCERNING [REDACTED] (S) b1 DE-57

This communication is classified SECRET in its entirety.

Enclosed for FBIHQ are three copies of a letter received by Los Angeles concerning the alleged shooting down of Korean Airlines Flight #007 by the Union of Soviet Socialist Republics.

DE-57/49-12981-19X1

10-5-87
 Classified by [REDACTED]
 Declassify on: [REDACTED]

b1

3 - Bureau (Enc. 3)

CLASSIFIED BY: G-3

2 - Los Angeles

DECLASSIFICATION: DABR

b7c

68 FEB 6 1984

Approved: [REDACTED]

Transmitted

(Number)

(Time)

DEC 16 1984

SECRET

~~SECRET~~

LA [REDACTED] (S) b1

[REDACTED]
[REDACTED] in his cover letter, has requested his identity be protected. However, if this information is verified, [REDACTED] requests that he be given credit for providing this information and cooperating in the investigation.

[REDACTED] self-described as [REDACTED]

b7C
b7D

[REDACTED] Los Angeles indices negative for [REDACTED]

This information submitted to FBIHQ for such action as deemed appropriate.

~~SECRET~~

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

1 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b1 with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

 Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-19x1 enclosure

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b1 with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-NR dated 9/23/83

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

2 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Page(s) contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-NR dated 10/8/83

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b1 with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-NR dated 9/13/83

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

FBI

TRANSMIT VIA:

- Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

- Immediate
 Priority
 Routine

CLASSIFICATION:

- TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date NOV 7 1983

6-29

To: Director, FBI
 From: SAC, BROOKLYN-QUEENS

Subject: UNSUBS;

Possible Threat to Hijack
 Korean Airlines Flight 007
 (JFKIA, NY - Seoul, Korea)
 9/29/83

ATTENTION:

CRIMINAL INVESTIGATIVE DIVISION
 CIVIL RIGHTS SECTION
 DOMESTIC SECURITY AND
 TERRORISM SECTION
 PERSONAL AND PROPERTY
 CRIMES SECTION

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 10-7-87 BY SP8 wjg/pal

- CR EL DIH CRA-64
 DAMV PA PE PF E
 CAA AP IWFC CWAA FI
 EID Bomb Threats

Summary of Complaint:

149-12981-20

INDICES: Negative See Summary

T7 NOV 22 1983

ACTION: UACB:

- 2 Bureau (Encls.5) No further action being taken and LHM
 1-BQ (164-1500) (Encl.1) LHM enclosed
 1-JFKRA (INFO) (Encls.1) FD-376 (Enc. to LHM)
 1-164B-
 (cc enclosures
 11/22/83)
- Copy to: USAEDNY, ATTN: AUSA SHEPHERD
 Secret Service NYC
 ATF
 2 FAA Eastern Region
 (1) FAA-ATFSO

Approved: *[Signature]*

Transmitted

(Number) (Time)

Per

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Queens, New York
November 2, 1983

UNSUBS;
Possible Threat to Hijack
Korean Airlines FLG 007
(JFKIA, NY - Seoul, Korea);
September 29, 1983

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-27-07 BY SP8/JL

United States Secret Service (USSS) Intelligence
Section, [REDACTED] furnished the following
background information regarding [REDACTED]

This document contains neither recommendations nor
conclusions of the FBI. It is the property of the FBI
and is loaned to your agency; it and its contents are
not to be distributed outside your agency.

100-101-20
ENCLOSURE

(164-NEW)

b7c

b7d

On September 29, 1983, coverage of Korean Flight 007 was instituted by the Federal Bureau of Investigation (FBI), BAED Detectives and the FIA. Assistant United States Attorney (USA) Susan Shepard, Eastern District of New York (EDNY), was apprised of the aforementioned information and requested FBI preliminary investigation in this matter.

A scheduled passenger, [REDACTED] Flight 007, Korean Airlines was interviewed by the FBI prior to her leaving board Flight 007. [REDACTED] advised that she was in the United States in order to attend [REDACTED]

[REDACTED] She stated that she arrived in New York City, New York in May of 1983 and resided at [REDACTED] New York. She also provided the following background information:

Name:

Sex:

Race:

DOB:

FCB:

Address:

[REDACTED]
Female

Criental

Mother:

Frother:

b7c

(164-NEW)

Non Immigrant
Visa Number: [REDACTED]
Issued at [REDACTED]

Passport: [REDACTED]
Friend: [REDACTED]
Telephone: [REDACTED]

[REDACTED]
ID Number: [REDACTED]
Expires: [REDACTED]

[REDACTED] further advised that she does not know anyone by the name of [REDACTED] AII

A surveillance by the FBI was conducted at Korean Airlines (American Airlines Terminal, JFKIA) on September 29, 1983, whereby the following was determined: b7C

An individual later identified as [REDACTED] checked in on Korean flight 007 accompanied by:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

(164-NEW)

Prior to departure of Korean Airlines Flight 007, September 29, 1983, [REDACTED] transferred an airline ticket in his name issued November 28, 1982, for travel from New York to Seoul to Tokyo, which is non-transferable, to [REDACTED]

Interview of [REDACTED] prior to departure of Korean Airlines flight 007 determined he was returning to Tokyo to visit his grandfather who was sick in a hospital and that he was utilizing [REDACTED] airline ticket which because it was non-transferable was immediately confiscated by Korean Airlines official, and ultimately returned to [REDACTED] after the flight had departed from New York. It was determined that the Korean Airlines ticket issued on November 28, 1982, to [REDACTED] will expire one year from date of issue.

AII
b7C

No unusual incidents occurred after Korean Airlines flight 007 departed JFKIA-NY on September 29, 1983, at 2254 hours (11:54 p.m.)

The following notifications were made:

U.S.S.E. - [REDACTED]

LIA - Duty officer [REDACTED] Special Agent [REDACTED]
[REDACTED] (Civil Aviation Security, JFKIA).

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET6

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-21

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

5

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b1 with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-22

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

TRANSLATION FROM SPANISH

OUTSIDE SOURCE

The anonymous, undated communication is addressed to:

FEDERAL BUREAU OF INVESTIGATION (F.B.I.)
WASHINGTON, D.C. U.S.A.

It bears a postmark affixed in North Jersey, NEW JERSEY, on November 3, 1983.

* * * *

To end speculation on (the destruction of) KOREAN AIR LINES Flight 007, (an act which was) committed by communism, the disgrace of the twentieth century, the following should be known:

First: It all took place because Democratic Congressman McDonald was the target of the whole problem, because he was the only one who fought communism. Thus it was necessary to shoot him as it so happened.

Second: The F.B.I. should interrogate the ten Democratic representatives who went to Russia and who met with high-level officials of that country. They surely talked about McDonald's anti-communist feelings and the fact that an intensified campaign will be launched in the United States in the upcoming 1984 elections to get Mr. Reagan out of office.

Third: That these ten individuals be questioned, since there is a 90% chance that one of them might be a Russian government spy, they should take the lie detector test.

AII
b7c

Fourth: In the offices of Korean Air Lines there is at least one employee who is a Russian spy, who informed his superiors of McDonald's presence in the airplane. Who invited him? Why did he travel?

FBI
FBI

TRANSLATED BY:

DECEMBER 1, 1983

149-12981

23

1 JAN 18 1984

Note: (Please) Take the strictest security measures whenever Mr. Reagan travels by helicopter. The reason for this is that the Libyan government, by order of the USSR, might commit an air attack with a small airplane and might machine-gun the helicopter in which Mr. Reagan travels.

0 11 13 14 0

0

Para terminar con las especulaciones del avion de la Linea Sur Coreana 007 cometida por la desgracia del siglo veinte que es el Comunismo se conoceria de la siguiente manera:

Primero: Todo paso porque el Representante Democrata McDonald era el blanco de todo el problema por ser el unico que combatia el Comunismo y era necesario fusilarlo como asi sucedio.

Segundo: Que el F.B.I. interroguie a los diez representantes Democatas que fueron a Rusia y se entrevistaron con altos funcionarios de ese pais y seguramente se hablo del Anti-Comunismo de McDonald y de que se levantaria una intensa campana en los Estados Unidos para derrotar en las proximas elecciones 1984 al Sr. Reagan.

Tercero: Que dichos diez individuos sean sometidos a interrogatorios ya que hay un 90% que uno de ellos sea espia del gobierno Russo y sean sometidos al detector de mentira.

Cuarto: En las oficinas de la Linea Sur Coreana hay por lo menos un empleado que es espia Russo y este informo a sus superiores de la precencia de McDonald en el avion. Quien lo invito? Porque Viajo?

Nota: Tomen, las mas estrictas medidas de seguridad cuando el Sr. Reagan tome el helicpcotero ya que el gobierno Libio por ordenes de Rusia cometeria un ataque aereo con un pequeno avion y ametrallle el helicpcotero donde viaja el Sr. Reagan.

0 11 13 14 0

D

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-7-87 BY SP8476



Federal Bureau of Investigation (F.B.I.)
Washington, D.C., U.S.A.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-7-87 BY SP8 *[Handwritten signature]*

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-24

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-25

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXXFEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

2 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Page(s) contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-26

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

Memorandum

SECRET



0624

Enc AD Adm. _____
Enc AD Inv. _____
Enc AD LES _____
Asst. Dir. _____
Adm. Servs. _____
Int. Inv. _____
Intell. _____
Lab. _____
Legal Coun. _____
Off. Cong. & Public Affs. SAB
Rec. Mgmt. _____
Tech. Servs. _____
Training _____
Telephone Rn. _____
Director's Sec'y _____

To : Mr. Bayse b7C

~~SECRET~~

Date 11/16/84

From : R. W. Witzel

Subject : INFORMATION CONCERNING CRASH OF
KOREAN AIRLINES FLIGHT 007

DECLASSIFIED
ON 10-7-87 SP8475

This communication is classified "Secret" in its entirety.

PURPOSE: To place on record data concerning the crash of Korean Airlines flight 007.

DETAILS:

[REDACTED] requested confidentiality pertaining to this information. SA [REDACTED] agreed to this condition.

On 11/13/84, [REDACTED] telephonically contacted SA [REDACTED] as follows:

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
EXCEPT WHERE OTHERWISE
NOTED
10-7-87
Classify on: OADR
Declassify on: OADR

On 11/13/84, SA [REDACTED] requested that this data not be released.

b7C
b7D

RECOMMENDATIONS: 1. For the information of the Intelligence Division.

149-12911-27
[REDACTED]

2. That the FBI [REDACTED] consider advising the other involved government agencies.

- 2 - Mr. O'Malley
- 1 - Liaison Unit
- 1 - Mr. Revell
- 1 - Mr. Bayse
- 1 - Mr. Witzel
- 1 - [REDACTED]

Classified by 8
Declassify on OADR

cia mns60 b7C
11/21/84 b1
11/17/84 b7C

2

~~SECRET~~

02
1 h
8/07

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

2 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-28

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FDIPA DELETED PAGE INFORMATION SHEET

6

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Page(s) contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-28X

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b1 with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-28X1

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

/ Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-29

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET

1 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-30

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

**REPORT
of the
FBI
TECHNICAL SERVICES DIVISION
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535**

1 - [REDACTED]
Rm 5040
1 - [REDACTED]
2 - [REDACTED]
1 - [REDACTED]

b7c

To: Acting Assistant Attorney General
Civil Division
Department of Justice
Washington, D. C. FEDERAL GOVERNMENT

October 21, 1985

Attention: Ms. Jan Von Flatern FBI FILE NO.
Trial Attorney
Torts Branch

149-12981

Re: KOREAN AIR LINES DISASTER LAB. NO.
SEPTEMBER 1, 1983 YOUR NO.
ALLEGED MISCONDUCT OF AIR TRAFFIC CONTROLLERS MDL Docket 565 Misc 83-0345

Examination requested by:
Addressee

Reference:
Letter dated August 22, 1985

Examination requested:
Enhancement - Miscellaneous - Signal Analysis

Specimens received:
**August 26, 1985, personally delivered by
Robert L. Hale.**

Q1 One Scotch 10 1/2-inch reel of 1-inch wide magnetic tape
marked in part "8/31/83" on a white label.

ALSO SUBMITTED:

One copy of a transcription.

Result of examination:

Six enhanced copies were prepared of the designated portion of channel 4 on specimen Q1, onto separate magnetic tape cassettes. Only a slight improvement in voice intelligibility could be obtained on the enhanced copies due to the very low recording level.

149-12981-3

1 - Mr. Robert L. Hale
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

(Continued over)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-7-87 BY SP849/jgf

b7C

117 JAN 23 1986

MAIL ROOM
ADD 1986

An aural examination of the designated portion of channel 4 on specimen Q1 revealed that no decision can be made as to the words spoken, due to the very low recording level.

An aural examination of the "Oriental language" information at 1434:17 on channel 4 of specimen Q1 revealed that it is simultaneous crosstalk from channel 3. b7c

Special Agent [REDACTED] conducted the enhancement, miscellaneous, and signal analysis examinations.

Specimen Q1 and one enhanced copy were personally delivered to Mr. Hale on August 26, 1985. One enhanced copy was personally delivered to Ms. Flatern on August 26, 1985. Four additional copies were personally delivered to Ms. Flatern on September 5, 1985. The transcription will be retained.

**REPORT
of the
FBI
TECHNICAL SERVICES DIVISION
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535**

Rm 5040

1
3
1

b7c

To: Mr. Gary W. Allen
Acting Director
Torts Branch, Civil Division
Department of Justice
Washington, D. C.

FEDERAL GOVERNMENT

December 19, 1985

Attention: Ms. Jan Vcn Flatern

FBI FILE NO. 149-12981

Re: KOREAN AIR LINES DISASTER
SEPTEMBER 1, 1983
ALLEGED MISCONDUCT OF AIR
TRAFFIC CONTROLLERS

LAB. NO. 51017067 E QZ

YOUR NO. MDL Docket 565
Misc 83-0345

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 11-7-82 BY SP84/JL

Examination requested by: Addressee and Federal Aviation Administration

Reference: Letters received September 26, 1985 and
October 17, 1985

Examination requested: Signal Analysis

Specimens received: August 26, 1985, under Laboratory Number 50826030 E QZ

Q1 One Scotch 10 1/2-inch reel of 1-inch wide magnetic tape
marked in part "8/31/83" on a white label

ALSO SUBMITTED:

One copy of a transcription

1 - Mr. Robert L. Hale
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D. C. 20591

149-12981-32

1 - Mr. Jim Vaughan
Manager
Anchorage Air Route Traffic Control Center
Federal Aviation Administration
5400 Davis Highway
Anchorage, Alaska 99506

Attention: Mr. B. W. Franklin
Page One

(Continued over)

b7c

"MAIL ROOM" b7c

MAILED 16 APR 23 1985

DECEMBER 23 1985

CAB

MAIL ROOM

APR 22 1986

Specimens received: October 17, 1985, from Federal Aviation Administration, Anchorage, Alaska

ALSO SUBMITTED:

1. One copy of "ZAN COMM LINEUP PROCEDURE"
2. Two copies of recorder system drawing

An aural and electronic examination of the designated recordings on Channels 3 and 4 on specimen Q1, a review of the Also Submitted items, and visual inspection and audio tests conducted at the specified controller position in the Anchorage Air Route Traffic Control Center revealed the following:

1. Ambient room sounds in the vicinity of the controller position were electronically picked up through the 106 loudspeaker and the earpieces (actually small loudspeakers) in the handsets and headsets, and then recorded on Channel 4 of the Magnasync logging recorder. These sounds were not recorded via the microphones in the handsets and headsets. This process occurs because the loudspeakers can function as poor quality microphones and there is no electronic isolation between the mixer amplifier supplying the recorder and the loudspeakers.

A loudspeaker normally acts as a transducer to change electrical signals into audible sounds, but it can also function inversely, as a microphone by changing sounds into electrical signals. However, since the loudspeaker is designed to produce, not pick-up sounds, when it acts as a microphone, there is increased distortion, noise, and loss of linearity.

2. Unobstructed, average amplitude speech two feet from the handset earpiece and the 106 loudspeaker, acting as microphones, was only partially understandable when recorded on the Magnasync recorder. Test recordings made through the handset earpiece had slightly better intelligibility than the recordings using the 106 loudspeaker. The earpiece on the headset was not sufficiently sensitive to produce an understandable recording.

3. No ambient room sounds were picked up through the Federal Aviation Administration (FAA)(radio) loudspeaker.

4. The "Oriental language" information at 1434:17 on Channel 4 of specimen Q1 revealed cross talk from Channel 3, produced by the Channel 3 information being broadcast over a loudspeaker and then being picked up by the handset earpiece and/or 106 loudspeaker.

Special Agent [REDACTED] conducted the signal analysis examination. b7c

Specimen Q1 was previously returned to Mr. Robert L. Hale. The Also Submitted items will be retained.

8-259
+RECORDED
10/30/85
kk

FEDERAL BUREAU OF INVESTIGATION:
UNITED STATES DEPARTMENT OF JUSTICE

To: B. W. Franklin
Airway Facilities Accident Coordinator
U.S. Department of Transportation
Federal Aviation Administration FBI FILE NO. 147-1
701 C Street, Box 14
Anchorage, Alaska 99513 LAB. NO. 51017067 E QZ

Re: KOREAN AIR LINES DISASTER YOUR NO.

FBI FILE NO. 14-1-1-3-

LAB. NO. 51017067 E QZ

YOUR NO.

YOUR NO.

Examination by:

b7c

Examination requested by: Addressee

ANSWERED QUESTIONS

REF ID: A6512

SECRET//NOFORN//COMINT

DATE 10-7-82 BY SP844/G

DATE 2-1-1977

Reference: Letter dated with no date

Examination requested: Signal Analysis

Specimens received: 10/17/85

ALSO SUBMITTED:

- LINEUP PROCEDURES⁴

 1. One copy of "ZAN COMM Lineup Procedures"
 2. Two copies of recording system drawings.

At Anchorage Air Route Traffic Control Center with
ET [REDACTED] 10/24-26/85.

b7c



John Maynard
MANUFACTURER ANCHORAGE ARTICLES

OFFICE FORM 200-100

FEDERAL AVIATION ADMINISTRATION
5400 DAVIS HIGHWAY
ANCHORAGE, ALASKA 99506-1697

WorksheetConclusion:

1. The earphones on the hardset and headset will pick up the 106 ^{loud} speakers will pick-up room sounds ^{other} that are recorded on channel 4 of the appropriate Magnavox recorder. The sensitivity and quality is best on the hardset, followed by the 106 speakers and then the headset.
2. No background room sounds are pick-up by the FAA (radio) headphones.
3. Normal ^{con} level room conversation² from the hardset earpiece and the 106 loud speakers are partially understandable. The earpiece on the headset is not sufficiently sensitive to pick-up the conversation.

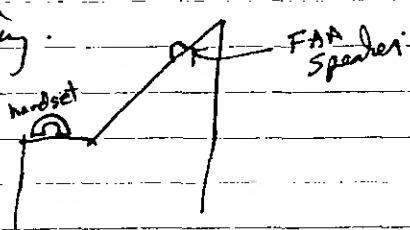
Worksheet

Audio Test:

1. Ran at FAA Center, Anchorage, AL at position D-12
(matches D10/11 on transcription).
2. Nagra IV-S, 15 ips, both channel, connected to phone jack output on Mayasysoc TR 1720 in basement, switchable between direct and reproduce (tape).
3. Sound source was a small speaker fed a 1 kHz tone, producing a 100 Hz signal rich in other material.
4. Sound level determined with an IVEE IE-30 A Audio Analyzer.
5. Between midnight & 2 AM average room noise averaged 55 - 60 dBA SPL with no one talking near microphone.
6. Normal speaking voice at 2' ~ 70 - 75 dBA SPL.
7. Covered other possible inputs when test run.
8. All controllers & supervisor advised that at time of questioned voice info. the controller would always be using a headset and not a handset due to the limited traffic.

Reel	Test #	Description
1	1	At 120dBA SPL into handset earpiece - direct, reproduce, direct, and then reproduce.
1	2	Same as #1 except 106 Speaker
1	3	Same as #1 except FAA (radio) speakers
1	4	Same as #1 except handset earpiece.
1	5	Same as #4 except 80dBA SPL
1	6	Same as #1 except "
1	7	Same as #2 except "
1 (Partial)	8	Normal conv. at 2 feet, handset facing talker - direct, repro, direct, repro
1 (Partial)	9	Same as #8 except handset facing down
2	10	Same as #8 except handset facing away from talker
2	11	Normal conv. at 2 feet, 106 speaker Disregard
2	12	Normal conv. at 2 feet, 106 speaker - direct, repro, direct, repro
2	13	Normal conv. at 2 feet, handset earpiece facing talker, repro, dir, repro.

Output of FAA speakers, right in front of speaker, ~ 90 → 100 dBA SPL depending on output. About 70 to 80 dBA SPL on counter where handset would be lying.



WorksheetAudio Test Results:

- Test #1 - Very high-level - over-drives recording system
- Test #2 - High level ~ 40dB S/N in reproduce, muffled, limited freq. resp.
- Test #3 - Tone not heard
- Test #4 - High level ~ 35dB S/N in reproduce
- Test #5 - Slightly above average noise on direct, lost in noise on reproduce
- Test #6 - About 28dB above noise floor in reproduce mode
- Test #7 - About 7-8dB above noise " " "
- Test #8 - Only partially understandable on direct & reproduce even with filtering
- Test #9 - Slightly better than Test #8, but still not completely understandable
- Test #10 - Same as #8
- Test #12 - Slightly poorer quality than test #8 - only a few words understandable
- Test #13 - Not understandable on repro.

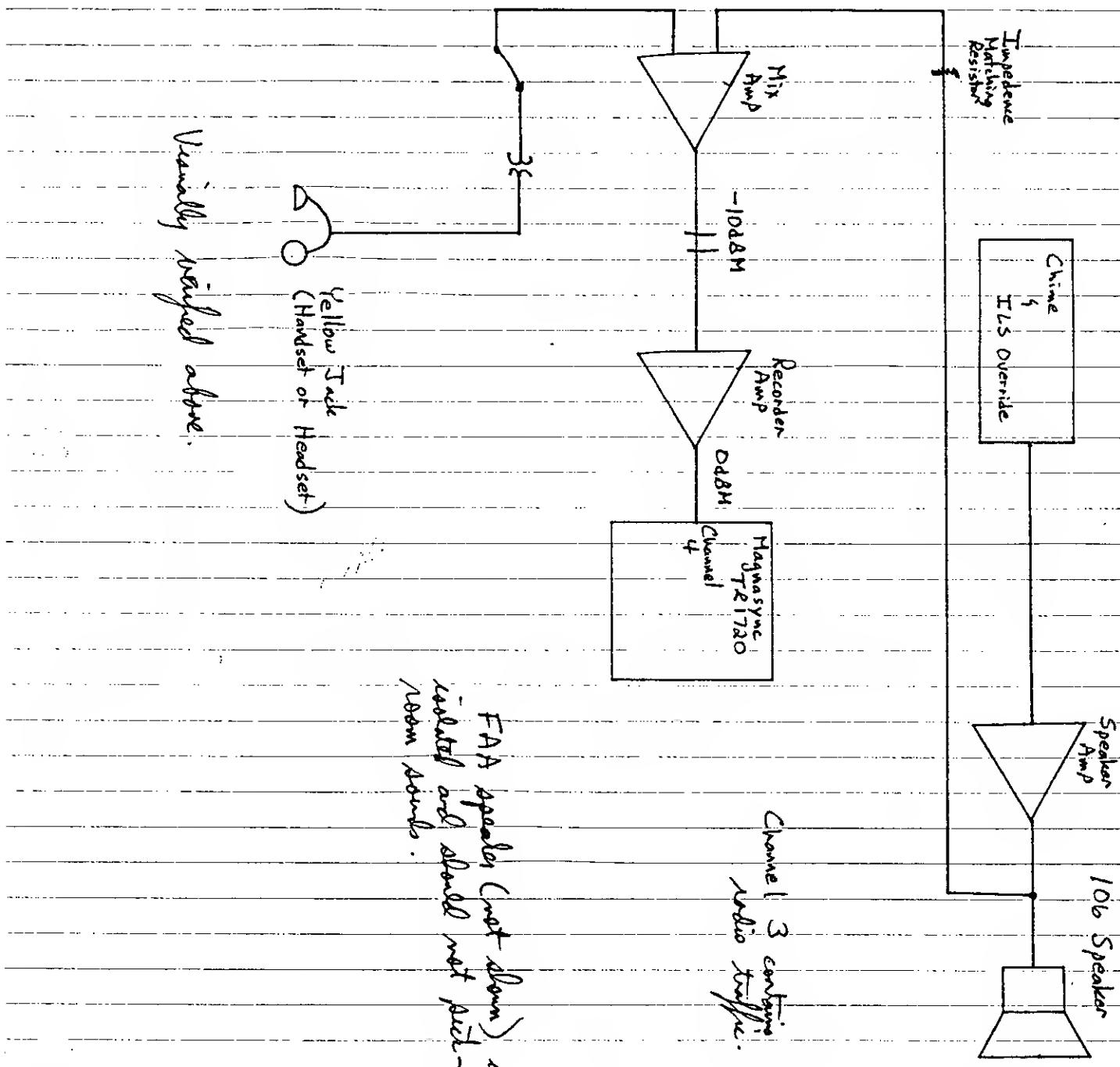
Voiceover

Inconclusive in comparing channel 3 to 4 for "Oriental language"

S1017067 E QZ

Wiring Diagram

Show channel 4 inputs that may produce sound even when the microphones are not activated.



S1011061 E 4C

Worksheet

Comments

1. Great wiring job - no wiring cross-talk possible at the limited dynamic range the recorder handles.
2. Controllers use yellow jacks for the recordings in question.
3. Background sounds picked up on 106 Speakers not affected by volume control.
4. "Oriental language transmission had be picked up from a speaker broadcasting material from channel 3.

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

7 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

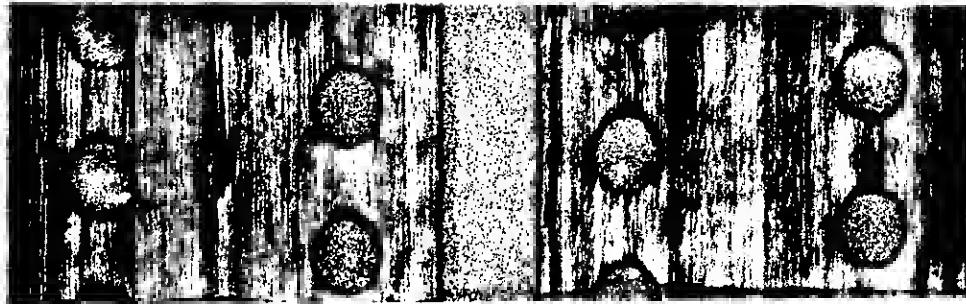
- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-32 enclosure

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

A8 SATURDAY, AUGUST 31, 1985

THE WASHINGTON POST



U.S. Controllers' Role Questioned in KAL Case

Lawyers Say Tape Suggests Tower Knew Jet Was Headed for Soviet Air Space

By Douglas B. Feaver
Washington Post Staff Writer

Attorneys representing families of those killed when a Soviet fighter shot down Korean Air Lines Flight 007 charged in court papers yesterday that someone in a U.S. air traffic control facility said "We should warn him" as the Boeing 747 jumbo jet began to stray off course.

The filing in U.S. District Court here came two days short of the second anniversary of the Sept. 1 disaster that claimed the lives of the 269 people aboard. The flight, bound from Anchorage to Seoul, was more than 340 miles off course and over Soviet waters when it was downed by Soviet fire.

Mark Donbroff, a private attorney working for the Justice Department, said that "no controller had any reason at any time to believe that anything was other than what

it was supposed to be. That is true no matter what the plaintiffs may fancifully assert was on that tape."

Raymond H. Yeager, an air-traffic consultant hired by the plaintiffs, said in an affidavit that he had listened to tape recordings from the Federal Aviation Administration's Air Route Traffic Control Center in Anchorage, the last U.S. facility responsible for the flight.

"I heard a statement at 14:34:04 [Greenwich Mean Time] which included the words . . . 'We should warn him,'" the affidavit said.

Plaintiffs said that statement was recorded as background noise on a microphone near the controller's position, but is not part of the official communications transcript released shortly after the incident.

The transcript shows that a controller unsuccessfully tried to contact Flight 007 five times between 14:32:21 and 14:34:37 to obtain a

routine position report. Flight 007 responded at 14:35:11 in a relay through a KAL flight nearby.

The Justice Department, in a motion filed Tuesday, had asked the court to forbid presentation "of disputed conversations or comments said to be present on air traffic control tapes concerning this case" until the court heard the tape "prior to entertaining plaintiffs' (or anyone else's) interpretation."

There had been no action on that when Donald W. Madole, chairman of the plaintiffs' steering committee, filed a motion containing the allegation.

When the transcript was released, FAA officials said that radio communications over the North Pacific frequently are difficult and that other aircraft often relayed position reports. Tracks of Flight 007's probable path have shown that it probably was out of radio

range of the Anchorage station at the time of the transmissions.

Much of the North Pacific flight track is beyond the range of civilian radar, and air traffic controllers monitor aircraft through reported positions based on the plane's internal navigation systems rather than on radar.

U.S. Air Force radar covers part of the flight track, although the State Department has insisted since the incident that no U.S. radar facility was in position to track or warn Flight 007 after it left civilian radar coverage. Several Air Force radar stations along the Aleutian Island chain have signals "remoted" to the Anchorage Center.

The plaintiffs ask, "Why did [the controller] try repeatedly to reach

Flight 7 at just that time?" They offer two possibilities:

- The controller himself was observing a nearby radar screen displaying an Air Force radar return that showed the flight's position.

- The controller had been advised by Air Force trackers that Flight 007 was straying toward Soviet air space.

Most aviation experts think Flight 007's crew erred in programming the onboard navigational computer, then flew unaware as the computer guided the plane over Soviet territory. Flight simulations by the International Civil Aviation Organization support this scenario.

Recordings of air traffic control communications are continuous because the tapes record only when controllers or pilots are broadcasting. Background discussions on the tapes are difficult to place in context because important parts of them may be missing.

Nonetheless, the plaintiffs' assertion that there was discussion about a possible warning seems certain to

encourage theorists who contend that Flight 007 was a U.S.-sponsored spy plane or one dispatched to see what the Soviet response to an intruding aircraft might be, militarily and electronically.

The most benign version is that U.S. officials were aware of the deviation but did not warn the plane, and took advantage of an intelligence "target of opportunity." U.S. officials deny all such assertions.

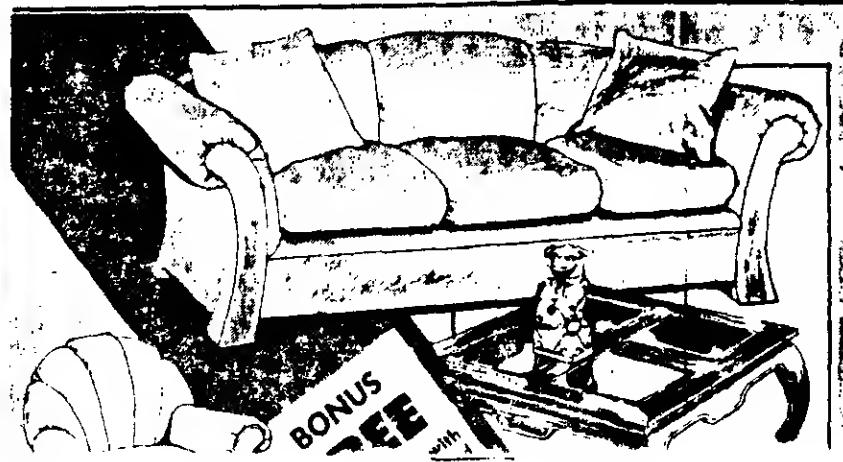
But the United States knows more about Flight 007 and its flight track than has been released officially, and this has been obvious from the day of the incident.

U.S. officials say, however, that their knowledge was gained after the fact, from recording radar and other intelligence sources, and was not the result of monitoring during the incident.

The plaintiff's filing was in response to a Justice Department motion to release the U.S. government as a defendant in the case. Other defendants include Korean Air Lines and the Soviet Union.

Over \$1,000,000 worth of fine
ORIENTAL RUGS
are now on sale

ORIGIN	SIZE	REG.	SALE
FINE PAK BOUKARA	— 6 x 9	1,650	\$880
SUPER CHINESE	— 9 x 12	3,750	1,495
FINE INDIAN	— 9 x 12	2,950	1,695



What Happened to Flight 007?

Was the Airliner on an Unlucky Spy Mission or the Victim of Careless Pilot Error? Probably Neither, Says the Author, a Veteran Pilot. More Likely It Was an Early Navigation Error Combined with a Last-Minute Short Cut to Save Fuel. The Result Was the Soviet "Termination" of Flight 007.

By Russell Warren Howe

Ronald Reagan called it "one of the most infamous and reprehensible acts of history"—even a "major turning point in time." Most Western pilots refused to fly to Moscow for two months. Andrei Gromyko was barred from landing in New York and New Jersey and missed a UN session.

A Boeing-747 jumbo jet of Korean Air Lines had been blown out of the sky by a Russian missile. During the following week, 576 pieces of jetsam, including parts of bodies, washed ashore around Wakkanai on Hokkaido, Japan's northernmost island—about 200 miles from the ocean crash site. Another 167 pieces of flotsam were recovered from the waves by Japanese, American, and Soviet ships.

The Soviet Air Force's shoot-down of

Russell Warren Howe flew a Spitfire for the RAF in World War II and has been flying ever since. He has been a foreign correspondent for Reuters, the London *Sunday Times*, the *Washington Post*, and the *Baltimore Sun* and diplomatic correspondent for the *Washington Times*. He lives in Washington, where he is finishing his eleventh book, and, for fun, flies a Piper Cherokee out of Annapolis.



flight KE007 on September 1, 1983, had killed 269 innocent civilians in the freezing waters off the Siberian coast, leaving most of the world angry at Moscow—and also mystified as to how the plane came to be flying over Sakhalin island in the first place.

Two years later, the puzzle of why the airliner was in Soviet airspace remains

officially unsolved. The digital flight-data recorder in the tail of the fuselage was never found—unless it was secretly found by the Russians. The same is true of the voice recorder from the cockpit. These are the two "black boxes"—which are actually painted orange to make them more easily recognizable on a midnight-black seabed or a desolate mountainside.

Because of the nature of the Soviet area, the theory that flight KE007 was on an intelligence mission soon gained credence and was strenuously pushed by Moscow. Earlier that fateful September morning, the 747 had crossed the Soviet Union's super-sensitive Kamchatka peninsula—which, in addition to exporting lobster to America, is also home to Petropavlovsk naval port, which berths 90 nuclear submarines, including about 30 with ballistic missiles aimed at the US. Kamchatka also contains several air bases and radar stations, and the missile-test splashdown area of Plesetsk.

To have flown over Kamchatka was bad enough; to have gone on to Sakhalin



was very provocative.

Sakhalin, although no bigger than Baja California, is host to six military airfields guarding the Soya Strait—the 30 miles of water between Russia and Japan that constitute the gate to the open ocean for the Soviet Pacific Fleet, based at Vladivostok.

No flyer doubts that the region is sensitive. North Pacific flying charts are boldly marked **AIRCRAFT INFRINGING UPON NON-FREEFLYING TERRITORY MAY BE FIRED ON WITHOUT WARNING**. According to General George J. Keegan Jr., the former director of Air Force intelligence, six Soviet colonels and lieutenant-colonels have been executed, over the years, for failing to destroy intruding American planes.

Moreover, that night Soviet defenses had already counted five flights by US intelligence planes waiting for the launch toward Plesetsk of an experimental Soviet SS-X-24 intercontinental ballistic missile—a launch that some theorized might be a breach of the SALT II agreement. None of the five spy-plane flights had infringed Soviet airspace, but they came close. Was KE007 taking advantage of its civilian status to spy inside Soviet territory? Was it being used to trigger Soviet defenses, so that a Ferret D satellite overhead could film the results? This led to the most fundamental question of all: Was the flight off course intentionally?

The Korean Air Lines 747 had arrived at Anchorage from New York around 3 AM Alaska daylight time. There was a routine crew change, refueling, and servicing. The Soviets claimed that takeoff was delayed 40 minutes so that the jumbo could rendezvous with an American RC-135 spyplane monitoring the missile test. In fact, KE007 took off one minute early, at 4:59 local time, 10 PM in Seoul, just right to put the plane into Seoul's Kimpo airport around 6 AM, when Korean customs and immi-

gration clerks come to work.

The captain, Chun Byung-in, 45, was a meticulous and competent man. He had been with KAL for eleven years, after ten years in the air force, which he had left with the rank of major. A Presbyterian with a degree in economics, he had flown 10,627 hours, including 6,618 in 747s and five years flying in and out of Anchorage. Described by his employers as a "model pilot," and the recipient of a citation the year before for ten years of accident-free performance, he had occasionally flown his namesake, South Korea's President Chun Duhwan, on official overseas visits.

The first officer was Sohn Dong-hui, 47, who had joined KAL in 1979 after seventeen years in the air force, where he attained the rank of lieutenant colonel. He had flown 8,917 hours, including 3,411 in 747s and 52 previous North Pacific flights.

The flight engineer, Kim Eui-dong, was a graduate of the Korean Aviation College and was one of the new generation of pilots not trained in the military. In six years with KAL, he had acquired 4,012 hours, including 2,614 on 747s. The cockpit crew was as technically competent and experienced as any passenger could wish.

Also on board were a purser, three stewards, thirteen stewardesses, three armed anti-hijack sky marshals (the captain also carried a side-arm), and six pilots deadheading back from Alaska, for a total of 29 KAL employees.

Some of the 240 passengers could spread themselves over the 168 empty seats for the long night flight. In first class, along with the six deadheading pilots, the only paying passenger was Congressman Larry F. McDonald of Georgia, president of the John Birch Society, who was on his way to attend the 30th anniversary of the signing of the US-South Korea mutual-defense treaty.

KE007 was routed to fly R (for red) 20,

*For those
who value
a traditional
arrangement.*



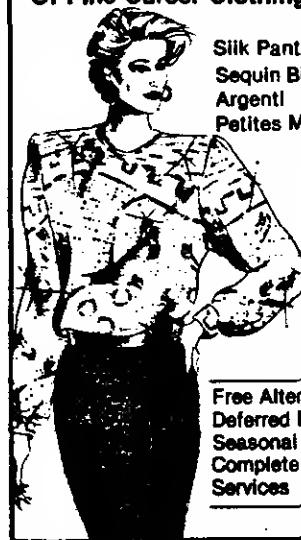
COLONY HOUSE

*Furniture of Excellence
for 48 Years.*

In Rosslyn,
just a few blocks from
Key Bridge.
1700 Lee Highway, Route 29-211,
Arlington, VA • 524-1700 • Free parking
on the premises • Mon.-Fri. 9-9, Sat. 9-6

CAREER WOMEN

Washington's Best Selection
Of Fine Career Clothing



Silk Pants
Sequin Blouse
Argenti
Petites Misses

Free Alterations*
Deferred Billing
Seasonal Colors
Complete Wardrobe
Services

CRYSTAL BOUTIQUE

ARLINGTON, VA.
CALL 521-7400 FOR DIRECTIONS

MWFS 10-6 TTH 10-8

*Regularly priced merchandise only. Skirt, pant, sleeve and
dress hem. Coats, leathers and pleated skirts excepted.

THE CLOSET STRETCHERS
Serving MD., D.C., VA.

CONVERT YOUR CLOSET FROM THIS

TO THIS

DOUBLE YOUR STORAGE CAPACITY

We design, manufacture, and install an extremely useful product which will transform your closets into compact and functional modular centers. Our systems, through unlimited creative designs, completely reorganize and beautify any type and size closet. Since it is not permanently attached, it will move when you do. Call us today and end closet crowding and clutter forever. Check our incredibly moderate price.

468-1090
1800 E Rockville Pike
Rockville, Md. 20852

one of four parallel routings from Anchorage to the Daigo navigational beacon in Japan, where the plane would turn right and cross the last stretch of ocean of its final leg into Seoul. R20 is the closest of the routes to Soviet airspace.

Aircraft join R20 at Bethel, about an hour west of Anchorage, and are soon beyond the reach of all American civilian radars. For 900 nautical miles, or about 100 minutes of flying, airliners are on their own, except for radio communication, until they are picked up again by Japanese radars. For this period, they are closely tracked only by Soviet controllers and invariably rely on inertial navigation systems, or INS. An INS is a computerized system of gyroscopes and other instruments that tells the crew precisely where the plane is, its altitude, speed, and other data. The INS is coupled to the autopilot, steering the plane along the chosen track.

Normally, an aircraft "tracks out" of Anchorage by steering the reverse of the Bethel-Anchorage track. But that night the Anchorage VOR navigational beacon was "down" for routine maintenance. In that situation, the pilot is supposed to track into Bethel on a prescribed magnetic compass heading, and then switch to INS.

From the start, this seems to have been an ill-fated flight. When First Officer Sohn radioed Anchorage that KE007 was over Bethel, the plane, according to its blip on the radar screen at King Salmon US Air Force Station, was actually twelve nautical miles north of the beacon and already on the fatal course that would take it into Russia. The Air Force did nothing about it; it had no responsibility for civilian planes. Between Bethel and Daigo are seven ocean way stations—points of latitude and longitude along route R20. Four of them are compulsory reporting points. All seven positions are programmed into the inertial navigation computer. As each waypoint approaches, two amber lights come on beside the pilots' INS panel; they go off as the plane passes over, or abeam (beside), the points. The first officer then radios Anchorage or Tokyo control with the flight's position.

Captain Chun's plane had radio problems. The incoming crew had reported that one of the three VHF (very high frequency) radios was "noisy." It was repaired at Anchorage and worked on the ground, but in the air it failed again. The other VHF's were also faulty. For KE007's communications with Anchorage, another KAL flight—KE015, heading for Seoul via Los Angeles—had to intervene and retransmit the exchange. In the airline world, such snafus are not unusual. Eventually, KE007 went onto

VHF (high frequency) radio transmission.

Retracing KE007's odyssey from US Air Force and Soviet tapes, one can clearly see that the plane flew progressively farther off course as it made its way past the Nabi, Nukta, Neeva, Nino, and Nippi waypoints. At Neeva, KE007 was 150 miles off track. That's where Soviet radar first picked it up, its track confused for a while with that of a US Air Force RC-135 from Shemya, in the Aleutians, which the Russian controllers had noticed on their screens earlier.

By Nippi, it was 185 miles off course. But still KE007's crew didn't know it, because the lights come on as long as the airplane is within 200 miles of the waypoint. At 1709 Greenwich mean time (GMT), Sohn apparently saw his amber lights go off and radioed Tokyo: "Overhead Nippi one seven zero seven Zulu, level three three zero, fuel one three two, temperature minus four nine, wind three two zero at four five knots, estimating Nokka one eight two six Zulu."

In English, this means that Sohn was claiming that the flight had crossed the Nippi waypoint just before, at 1707 GMT (when it was actually 185 miles to the north and close to Petropavlovsk in Kamchatka); that it was at 33,000 feet, with 132,000 pounds of fuel remaining, an outside temperature of minus 49 degrees Celsius, and a 45-knot wind coming from 320 degrees (approximately northwest). Sohn was also reporting that KE007 expected to be at Nokka by 1826 GMT. Tokyo ground controllers took Sohn's word for it; they had no way of knowing that the plane was off course.

More than an hour later, Sohn waited for the amber lights to signal that Nokka was coming up. But KE007 was now far more than 200 miles off course, so this signal never came. Flight KE007 was 365 miles off course when the Soviet Air Force "terminated" it.

When the errant plane had first flown toward Kamchatka, Soviet controllers, believing it to be a RC-135, assumed that it would turn tail just before entering Soviet airspace. When it flew straight across the peninsula, fighters scrambled. But at 33,000 feet and 520 knots, KE007 was safely in international space over the Sea of Okhotsk by the time fighters got close.

When the plane continued on a straight course, Soviet defenses were waiting for it. By the time it reached Sakhalin, three Sukhoi-15 interceptors were in the air. At 1812 GMT, while Sohn was waiting for the amber lights to signal the threshold of Nokka waypoint, one Soviet pilot, overheard by the Japanese, was telling his ground control: "I have visual contact."

Around this time, Japan's Air Self Defense Force Radar picked up a flight of KE007 passing over Sakhalin at a point about 45 miles north of their screens at Wakkanai. The Wakkanai controllers assumed that it was a Russian plane.

Now only a few minutes remained for all the mistakes to be made and to come together in one terrible finale in the pre-dawn of a Siberian night.

There was a half moon. On board the 747, the dinner and film were long over, and most of the passengers were dozing behind closed porthole blinds. The pastel-yellow panel lights on the flight deck were not visible from the outside, but the aircraft's wingtip navigation lights were on and the red anti-collision beacon on the fuselage was rotating.

A Soviet pilot said at 1821 GMT: "The target is at 10,000 meters (32,500 feet), flying 240 degrees."

From here on, the only recordings available are of one Soviet pilot, identified to this reporter by intelligence sources as Major Vasiliy Konstantinovich Kazmin, responding to his ground controller. The ground controller's comments were not recorded.

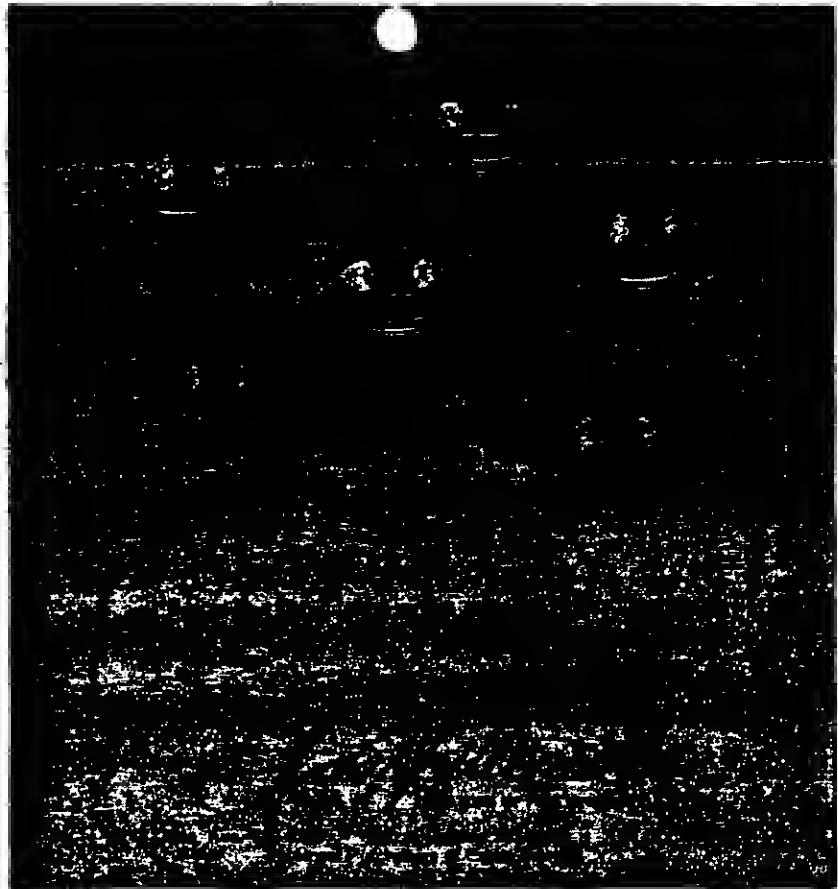
First, Kazmin complained that "the target is not responding," implying that he had tried to contact the airliner on the international emergency frequency, to which one of the 747's VHF radios should have been tuned. But these, we know, were not working well.

Then Kazmin snapped: "Locked on," meaning that the Su-15's two AA-2 missiles, which have the NATO code name Anab, had been targeted to the exhausts of the airliner's engines.

Then, in response to some instruction, the Russian major said: "Broken off lock-on. Firing cannon bursts"—presumably a warning measure, using tracers, suggested by the ground controller.

Chun, Sohn, and Kim, their heads down in the cockpit, apparently saw nothing, at least at first; and since Kazmin apparently fired his tracers from behind and below the 747, instead of alongside, there is little chance they could have seen them.

A minute before, shortly after 1820 GMT, KE007 had requested an altitude "step" from 33,000 to 35,000 feet; the craft could fly more economically at a higher elevation. Tokyo authorized the climb, which slowed the aircraft's speed. Major Kazmin's own speed remained constant, and recordings show that he unintentionally overtook his target. This situation offered him the best opportunity to carry out the international requirements for making an intruding plane follow an air-force escort to the ground—moving in front and to the left, where the civilian pilot can see the es-



WHEN YOUR BANQUET FACILITIES COST \$5,000,000, YOU DON'T STINT.



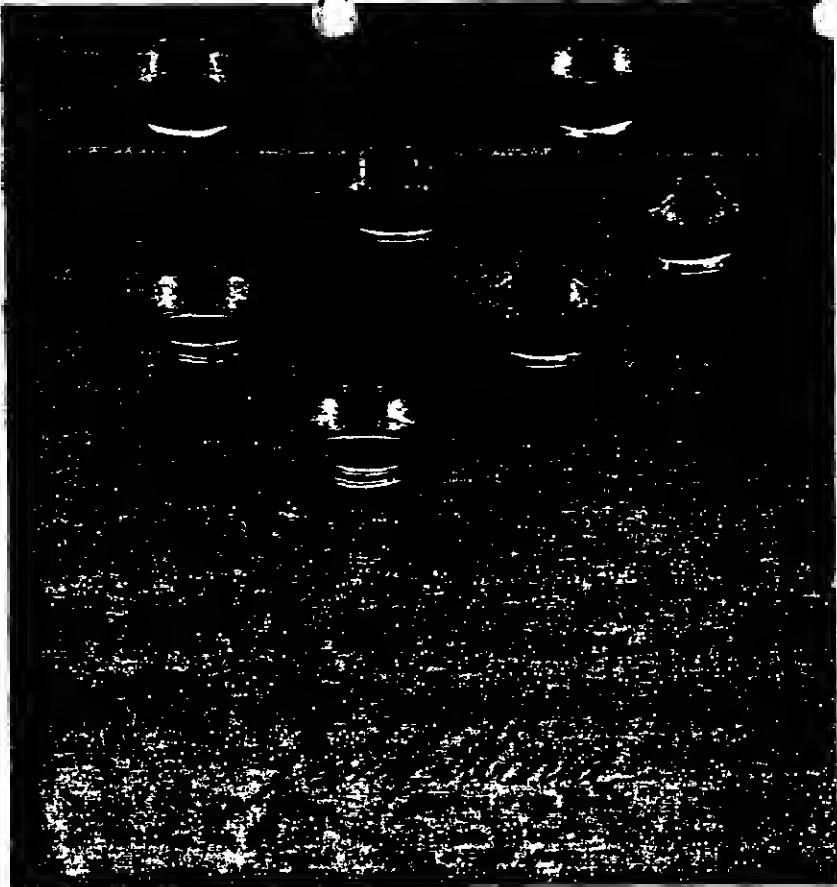
Now Washington has the most beautiful, elegant and prestigious facilities ever. Rehearsal dinners and wedding receptions, banquets, bar and bat mitzvahs, cocktail parties and balls for 8 to 800. With this much going for us, do you think we'd cut corners on the food, service or planning assistance? Nobody puts more into your party than Westin.



THE WESTIN HOTEL
Washington, D.C.

In the West End
at 2401 M Street, N.W.

Call our Catering Manager at (202) 429-2400.



When we talk about “perfect pitch,” we’re not talking about our sales approach.

Fine audio equipment is a major investment — one that deserves more than a slick sales pitch. What really is useful is advice from someone who’s willing to invest time in learning about your needs. Someone who understands and can explain the subtle differences in products that make the biggest differences in sound quality. At Professional Products, we do just that.

Professional Products is proud to represent these fine manufacturers.

Bang & Olufsen JBL CARVER REVOX



Professional Products, Inc.

Audio/Video Sales-Service-Installation
4964 Fairmont Avenue (Off Old Georgetown Road), Bethesda, MD
Mon.-Fri. 9-6, Sat. 10-6 or by appointment • (301) 657-2141

cort, and wagging the fighter’s wings.

Instead, Kazmin was soon saying: “Now I have to fall back a bit. . . . Say again? . . . I am dropping back. . . . Now I will try rockets.” Was he deliberately staying out of the airliner’s sight, thirsting for a kill? The evidence grimly raises that suspicion.

At 1825 and eleven seconds, the Soviet pilot said: “Understood. I am locked on. Target is at eight kilometers.”

Five seconds later, he said: “I am closing on the target. I have already switched on.” A few kilometers away, copilot Sohn must still have been wondering why the lights announcing Nokka had not yet lit up.

There is no indication the crew knew they had been hit by a missile, only that all four engines were out.

At 1826 GMT—Sohn’s estimated time for passing Nokka—Kazmin told his ground control: “I have executed the launch. . . . Target destroyed.”

At 1827, Sohn was talking to Tokyo. The message was garbled, and Tokyo tried to call the plane on two other frequencies. What is preserved is: “Rapid decompression. . . . All engines. . . . Rapid decompression. . . . One zero one two delta. . . .” There is no indication that the crew knew their plane had been hit by a missile—only that all four engines were out and that there was a loss of cabin pressure caused by the entry of outside air. “Delta” is thought to refer not to the letter D, but to the finally noticed presence of the Soviet Sukhois—planes with delta wings.

In the waters between Sakhalin and Moneron Island, the 99-ton Japanese squid trawler *Chidori Maru 58* heard an explosion above. The blip of the KE007 took three minutes to go off the Wakkanai screens, indicating that the pilots wrestled with the plane before it finally dived into the water.

All that day, and for days afterward, the western world erupted in anger. The Kremlin did not help by a series of contradictions and evasions. The Soviet pilots who had intercepted the 747 gave the lie to their own government’s claim that the airliner was not showing lights, that visibility was difficult, and so on. Marshal Nikolai Ogarkov, the Soviet chief of staff, made the improbable claim that the order to shoot down the plane had been given by a “local commander,” with Moscow

only being "informed later."

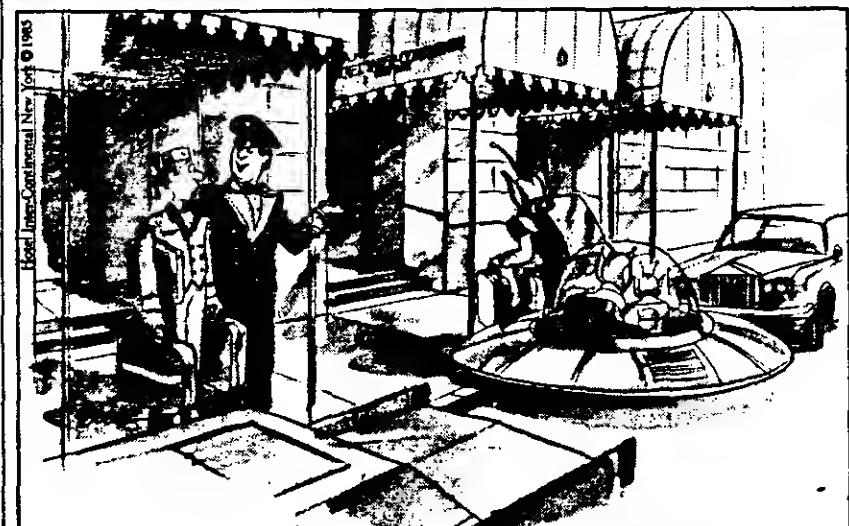
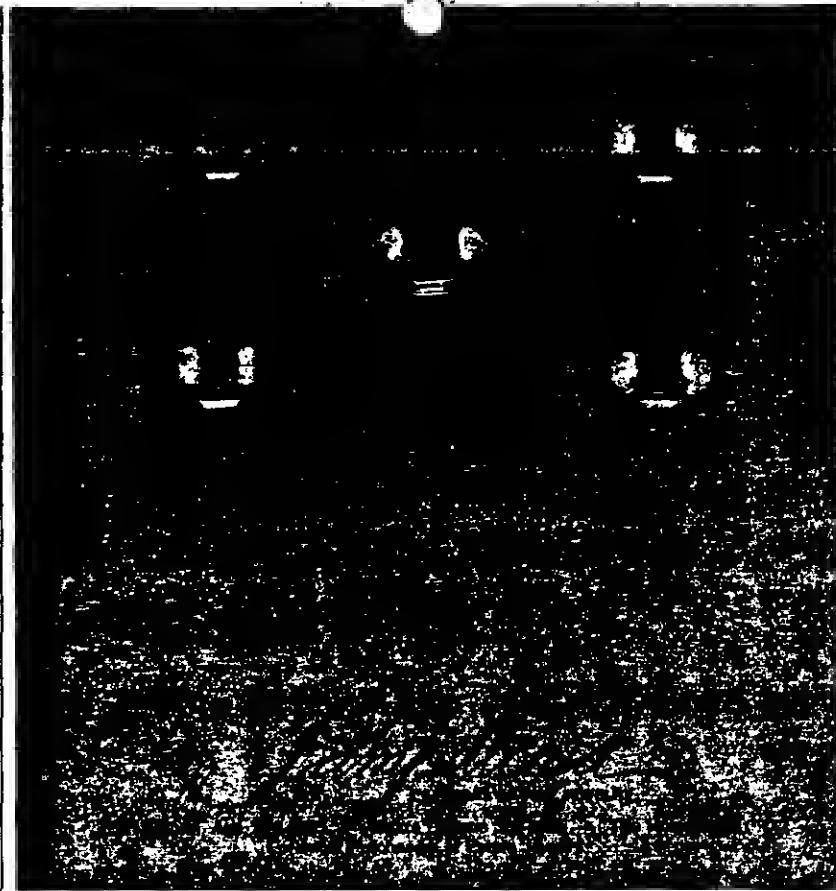
Actually, according to intelligence sources, the order probably was given by General Vladimir Govorov, commander of Soviet Far East Forces, at the request of Colonel-General Semyon Romanov, chief of staff of the Air Defense forces. Romanov had had to put off the SS-X-24 test because of the foreign intrusion into Soviet airspace, and was probably not in the best of late-night moods.

Initially, the Soviet pilots probably did mistake the 747 for an RC-135, a military version of the Boeing 707. Viewed from behind and below—the normal attack position—the raised flight deck and lounge of the 747 would not be visible; the similar designs of the two Boeing planes would be indistinguishable in perspective, especially at night. But Major Kazmin eventually flew alongside and in front of KE007 before shooting it down, and by then had reported the flashing lights of a civilian passenger plane.

Using an "intelligence" pretext to shoot down airliners is not new. In 1951, a Constellation of Israel's El Al, flying over Bulgaria on its way from Vienna to Tel Aviv, was mistaken for a US military Constellation, fired on, and forced to land. In 1971, Israel itself earned global opprobrium by shooting down a Libyan airliner that had crossed the Suez Canal in a sandstorm on its approach to Cairo. It was over Egyptian territory occupied at the time by Israeli forces. All but thirteen aboard died, including the French captain.

In April 1978, KAL flight KE902 was fired on and forced to land on a frozen lake near Murmansk after losing its way on a flight from Paris. It was 200 miles inside the Soviet Union. Two passengers were killed by the Russian bullets.

Because of the 1951 confusion between a spy plane and an airliner, and the mendacious Israeli and Soviet claims to the same confusion in 1971 and 1978, many Americans and others were tempted to accept the Moscow story that KE007 was on a spying mission. More Machiavellian theorists postulated that the aircraft was genuinely lost, but that the US Air Force had let it fly into Soviet airspace without warning it, in order to get a picture of Soviet reactions and countermeasures. The International Civil Aviation Organization referred all the theories for the plane's invasion of Soviet space to its Air Navigation Commission, which rejected the intelligence-mission explanation as fanciful. Even beyond the technical evidence, the notion that an airliner with two or three hundred civilians aboard had been intentionally used as a decoy for Soviet defenses never had much merit in the first



"I knew these weekend prices would attract
a lot of out-of-towners."

Suite \$73.50* Deluxe Room \$58.50*

For those of you who refuse to sacrifice luxury, the Hotel Inter-Continental New York is awaiting your arrival with a free welcome cocktail at The Barclay Bar. And every morning you'll be served fresh squeezed orange juice, brewed coffee, warm French croissants and an assortment of pastries. All this is yours whether you're in our \$300 suite, now \$73.50* or one of our deluxe rooms. It's a weekend that lures the most extraordinary crowd.

*Per person, per night, double occupancy. Reservations must be made in advance and are subject to availability. Taxes not included. Rates apply any Friday, Saturday or Sunday night. Friday and Saturday arrivals only.

HOTEL INTER-CONTINENTAL NEW YORK

48th Street, East of Park Avenue (212) 755-3900. Toll free reservations: (800) 327-0200. Or call your travel agent.

place, except for the sort of people who believe that John F. Kennedy was shot by the freemasons. An RCV (remotely controlled vehicle, or pilotless plane) would be much more efficient than a 747. These tiny craft are hard to hit and cheap enough to be expendable, while still capable of triggering defenses.

The Air Navigation Commission found no evidence that either Tokyo control or the plane's crew had been aware of any deviation from course, although it pointed out that the crew

The Soviet Union deserved condemnation for its murderous overreaction. But KE007 was trespassing. Why?

should have followed "company procedures" to verify whether it was on track. The airliner, the commission said, had no excuse for being lost except "a considerable degree of lack of alertness and attentiveness on the part of the entire flight crew, but not to a degree that is unknown in international civil aviation." The commission scored the use of force against the plane and Moscow's refusal to accept an international investigation team.

Obviously, the Soviet Union deserved condemnation for its murderous overreaction, and for its subsequent obfuscations. But KE007 was trespassing. Why?

Summing up, the Air Navigation Commission discounted "unlawful interference [i.e., hijacking], crew incapacitation, deliberate crew action associated with fuel-saving incentives, or extensive cockpit avionics/navigation systems failures or malfunctioning."

It is on the third point that the report probably goes wrong. "Deliberate . . . action associated with fuel-saving" means short-cutting to earn Korean Air Lines bonuses for using less fuel than a flight normally required.

Former KAL pilots are reluctant to impugn the professional honor of Captain Chun and their other dead comrades on the flight, and they will only speak if they are not identified. Most, being pensioners of the airline, are afraid to speak at all; but those who agreed to talk to me were all agreed that short-cutting to win the company's fuel-saving bonus was customary, in pre-Sakhalin days, and that it was normally a risk-free enterprise.

The pilots say that when programming the INS computer, standard proce-

dure was to replace the last reporting point—Daigo—by the Seoul coordinates, reporting "overhead Daigo" while they were actually far north of the Daigo beacon, cutting straight across Hokkaido and the Sea of Japan to the Korean coast, saving thousands of pounds of fuel on the four big engines, and earning hundreds of dollars each in bonus money for the three pilots.

Both KAL and the Air Navigation Commission dismiss the short-cutting theory. They conclude that short-cutting would have been noticed, either on radar at the time or by examining other technical data afterwards. But all the reasons for rejecting the short-cutting theory presuppose that short-cutting would take place all along the route. In fact, as the retired KAL pilots told me, the usual practice was to cut short only the final leg. (See map on page 149.)

But why was KE007 so far off course for so long—a remarkable five hours and 26 minutes before being shot down? Many analysts, including the best local reporter on the issue, Michael Westlake, managing editor of the *Far East Economic Review* in Hong Kong, lean toward the so-called "heading mode" theory, one of two possibilities cited by the Air Navigation Commission.

This theory assumes that, by leaving a switch in the wrong position, the pilots flew *all night* the heading they had set themselves to go from Anchorage to Bethel ("heading mode") instead of the one determined by the inertial navigation computer ("INS mode") to follow route R20.

The commission's report says: "In such a situation, with the INS system activated, although not controlling flight navigation, the crew would have been provided with regular indications of flight navigation waypoint passages at or near the flight-plan estimates for such passages and would therefore have been under the impression that they were navigating in the INS mode." The second possible explanation, said the Commission, was that someone got one digit wrong when programming the INS computer, putting Anchorage ten degrees of longitude—600 nautical miles—east of where it really is. Such an error would have thrown KE007 badly off course on its first leg, but not thereafter.

The crew presumably thought, in its last moments, that it was off Hokkaido, because it had set its transponders at 1300—a distance-measuring frequency used in Japanese airspace. And they presumably thought that they were in "INS mode," not "heading." And perhaps they were.

The possibility that the navigating

THE NEW ME!



Put some pizzazz under the tree this Christmas with one of my fabulous Wellington Simulated Diamonds.

My new collection from one of Europe's famous designers is absolutely fantastic. Rings, earrings, pendants, bracelets and necklaces fit for a queen. Each jewel magnificently cut to a full 58 facets, and set in 14 kt or 18 kt gold. Round, marquise, pear, emerald, heart and oval shapes...from elegant solitaire settings to the most elaborate pieces...and all exclusively designed for Wellington.

You'll save a bundle and she'll look like a million.

Visit our retail store or phone toll free for my free brochure.

(800) 424-0100



WELLINGTON JEWELS®

Washington, D.C. 20036
1147 Connecticut Ave., N.W.
202/638-3593

Chevy Chase, MD 20815
Barlow Building
5454 Wisconsin Avenue
301/656-3330

McLean, VA 22102
Holiday Inn-Tysons Corner
703/821-2112

NEW YORK • WASHINGTON • PHILADELPHIA
BALA CYNWYD, PA • CHEVY CHASE, MD • MCLEAN, VA

85-22

well, KE007 would simply have flown across Hokkaido instead of Honshu, and would have come a little closer to North Korea in the final minutes.

That KE007 was off course unintentionally because it intended to be off course later—with the short cut—cannot be proved. But that explanation alone seems to fit the evidence.

The airline, even if not plagued by lawsuits, would prefer a mechanical error for which the computer manufacturer could be blamed. The next best would be "innocent" pilot error. Any error based on a questionable intention—in this case, short-cutting, to earn the airline's fuel-saving bonus—is unacceptable, and the company is all but silent on the subject.

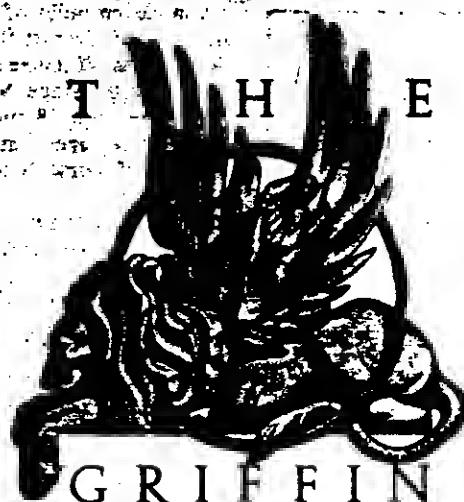
The Sakhalin tragedy of September 1983 was followed by the crash of a Korean DC-10 freight plane at Anchorage in December, injuring seven. The following month, January 1984, a KAL plane skidded off an icy runway at Seoul Airport; no one was injured.

Shortly after all these mishaps, KAL took a number of steps that were almost surely related to Sakhalin: First, it quietly abolished the fuel-saving bonus that for years had been an inducement to short-cutting; then, to reduce the risk-taking associated with ex-military pilots, fourteen of these were discreetly forced to resign. All remaining flight crews went through a retraining process.

Cho Chung-kon (known as Charlie Cho), who was 51 at the time, took over as president of the company from his 64-year-old brother, Cho Chung-hun (known as Harry Cho), who became chairman. Several top cadres were reshuffled. Korean Air Lines changed its name to Korean Air, and the planes got a new livery. Flight 007 had already become flight 017.

The airline is still in search of its reputation. Seasoned globetrotters would agree that it is not in the same class as Singapore Air, Japan Air, Thai International, or Air India. But it is the world's tenth largest (and sixth among freight carriers), with 38 planes and more than 2,000 flight-deck and cabin staff, and its service reputation, while not at top Asian standards, is probably better than that of any American airline. Although the airline's record on safety is probably as good as that of any one of its size with such extensive routes, it is now anxious to establish a record for caution.

The tragedy at Sakhalin has produced some good. It has forced the US Air Force to cooperate on the Pacific route. At Shemya, American civilian and air-force controllers now work together. Because the northern edge of R20—the track from Anchorage to Seoul that



FOGGY BOTTOM HAS NEW LIFE!

You can now step inside Foggy Bottom's newest address.

The Griffin is "up," and if you didn't visit it while construction was in progress, make sure you do now. Make sure you see Foggy Bottom's new architectural landmark. Make sure you view the dramatic furnished model. Make sure you get a taste of the Washington adventure as only The Griffin could bring it to you.

Experience absolute quality in a condominium residence built to standards seldom achieved. Expansive living areas with balcony and soaring floor-to-ceiling window walls. Gallery foyers. Contemporary continental kitchens with every convenience. Ceilings rising up to nine feet. And a location that may very well be the last of its kind. Historic Foggy Bottom. A stroll from Georgetown or the Kennedy Center. A step from Metro and a swift passage downtown or to the airport. An elevator ride from your private garage.

Visit The Griffin now, while a limited number of these luxury condominiums are still available.



Studio, one and two-bedroom residences from \$72,990 and \$100,000. Sales by The May Company. Directions: From Washington Circle, south on New Hampshire to Eye Street. Turn right two blocks to 26th Street. Turn right two blocks to The Griffin. Furnished model sales office open 11am-6pm. PHONE: 333-7063

Uncommon condominiums of uncompromising quality.

ESTATE AUCTION



Viennese Silver Gilt and Enamel Nef, Late 19th Cent. H: 13½

EXHIBITION

Friday, Nov. 29 through Monday, Dec. 2
Daily 10 to 5 Sunday at Noon
Admission \$1 Benefit Montgomery
Hospice Society

AUCTION

Friday, Dec. 6 through Sunday, Dec. 8
Friday and Saturday at 11 Sunday at Noon
Catalogue Admits Two

ILLUSTRATED CATALOGUE
By U.S. Mail \$19 At Door \$15
Post Sale Price List \$2
Free Brochure Mailed Upon Request

*For information on consigning items for
our Spring, 1986 auction, please call
William P. Weschler, Jr.*



WESCHLER'S

Fine Arts Auctioneers since 1890
Adam A. Weschler & Son
905 E. Street, N.W.
Washington, D.C. 20004
(202) 628-1281

Located 2 blocks from
Gallery Place Metro Station on Red Line

KE007 supposedly was flying—con...
within eleven miles of Soviet airspace,
all cases of aircraft flying more than
eleven miles off course are now reported
to the pilots. Since November 1983,
there have been 38 such incidents, in-
cluding two planes that were more than
25 miles off course. Since December 18,
1984, there has also been an exit radar
on St. Paul's Island, to help airliners
“track out” from Alaska.

Korean Air, Litton Industries, and the
US government are being sued in Wash-
ington and Tokyo; one issue is whether
the federal government “has a legal duty
to warn or advise civilian aircraft [that
are] off course.” At Korean Air’s re-
quest, the US District Court in Wash-
ington has ordered the Federal Aviation Ad-
ministration not to answer press
questions, and Korean Air has given its
employees a choice between silence and
unemployment.

Lloyds has paid Korean Air \$35 mil-
lion as “hull insurance” on the lost
plane.

The airline carried \$400 million of
insurance with Lloyd’s; claims brought
by the kin of victims total about \$2.3
billion. Korean Air has normally refused
to pay more than \$75,000 per victim; it
has, however, paid 80 million won
(about \$100,000 at the time) to a Korean
legislator whose daughter perished in the
crash.

Those who may have known for sure
what happened are scattered along the
deep floor of the North Pacific. Two of
the victims, deputy purser Kim Yak-kun
and flight attendant Suh Jong-suk, were
engaged, and were married posthumous-
ly by their families. One of his suits and
her traditional han-bok dress were bur-
ied together. Another stewardess on the
flight, Cho Hyong-sim, also was mar-
ried posthumously to her fiancé, Kim
Bon-chon, who was a passenger on
KE007.

Captain Chun’s widow, Kim Ok-hi,
never accepted the easy explanation of
pilot error, advanced by the airline and
the Air Navigation Commission. I think
that she was right. The man whom she
remembers as insisting that everything
in the house be in the right place was not
incapable of a mistake, she says, but he
would not have left a switch in the wrong
place for six hours, especially with two
other pilots to help him.

She says his son, now ten, plans to be
a pilot. What better way could his fa-
ther’s ghost be put to rest? Like all pilots
of our generation, Chun was familiar
with “unforgiving” planes—the ones
that must be flown strictly according to
the book. Now we would seem to have a
new problem—unforgiving navigation
computers. □

See the 1986 Saab at
any of these dealers:

MARYLAND

BETHESDA

Euro Motorcars Bethesda
4865 Bethesda Ave.
(301) 656-9220

FREDERICK

Evergreen Motors, Inc.
5904 Urbana Pike
at Evergreen Point
(301) 428-0400

LAUREL

Autohaus Tischer, Inc.
3225 Fort Meade Road
(301) 498-7400

MARLOW HEIGHTS

Croyste Toyota-Saab
4600 Branch Avenue
(301) 899-6000

ROCKVILLE

VOB Auto Sales
11605 Old Georgetown Road
(301) 770-6100

VIRGINIA

ALEXANDRIA

Stohlmeyer Datsun & Saab
150 South Pickett Street
(703) 823-9000

FALLS CHURCH

International Motors, Ltd.
2931 Annandale Road
(703) 534-0770

or trying to divide Asians and West Indians here by observing that the plots that there would be no change in basic policy.

U.S. Denies Accusations in 'Suit Stemming From K.A.L. Downing'

By PHILIP SHENON

Special to The New York Times

WASHINGTON, Sept. 10 — The Justice Department denied today that American air-traffic controllers knew that Korean Air Lines Flight 007 was off course and that they discussed warning the pilot before the plane was shot down by a Soviet fighter.

Lawyers representing families of passengers aboard the plane asserted last month that a Government tape showed that the words "we should warn him," presumably referring to the pilot, were heard in the air-traffic control station in Alaska that oversaw the flight, which carried 269 people.

In a sharply worded brief, Justice Department lawyers rejected claims that those words could be heard on the tape and accused the lawyers of manipulating evidence. The brief was filed in

Federal District Court here in response to lawsuits filed against the Government by the families.

According to the 35-page brief, a sound specialist from the Federal Bureau of Investigation, Bruce E. Koenig, listened to the tape and determined that the background conversation was unintelligible.

The Government has stated that no one knew the Korean airliner was veering hundreds of miles from its prescribed route on Sept. 1, 1983, when it was shot down over Sakhalin Island off the Soviet Pacific coast.

"The aircraft began drifting significantly off course sometime after leaving radar coverage, apparently entered Soviet airspace and was deliberately destroyed in flight by Soviet missile fire," Acting Assistant Attorney General Richard K. Willard said in the brief.

Lawyers for the families have said that their specialist, Raymond H. Yeager, a veteran former air controller, listened to a copy of a recording of ground-to-air contacts made several hours before the plane was shot down.

In an affidavit, Mr. Yeager said he could hear someone make the "we should warn them" statement. The lawyers have suggested that the words might have been spoken by a supervisor for the Federal Aviation Administration who noticed the plane's deviation from course.

Mr. Koenig, the F.B.I. official, said he had listened to the tape "hundreds of times" and used sophisticated electronic devices to enhance the quality of the sound. Still, he said, no conversation could be made out.

Aide at Carbide Cites Device As Cause of Chemical Leak

NUTRO, W.Va., Sept. 10 (UPI) — A chemical company owner who was one of five people overcome by a leak of a foul-smelling gas at his plant said Monday that a measurement device that should not have been on a storage tank was to blame for the leak.

The owner, Elmer Pike, said a section of glass piping, with valves on both sides, measured the amount of chemicals in the tank, but he said it was not needed because the tank was being used primarily for storage. A spokesman at the plant said the company made the chemical for Union Carbide's Institute plant for use in pesticides.

Methyl mercaptan leaked from the plant for two and a half hours Sunday, but no one was evacuated. The flammable substance can be fatal if inhaled or absorbed through the skin.

According to legal experts, the Pope may be legally powerless to stop the column even if he should want to do so. James C. Goodale, a lawyer for the firm of Debevoise & Plimpton in New York City, said that even though the Pope's words are in the public domain and, theoretically, can be used and copied by anyone, a synthesis of his words could probably be copyrighted because the words would have been reassembled into something new.

In The Post, the column appeared on the Op-Ed page under the title "Observations by Pope John Paul II." At the end of the column, in italic type, was printed: "This column, taken from the writings of Pope John Paul II, is edited by Dr. Alfred Bloch with the concurrence of the highest Vatican officials. The column will appear regularly in The Post."

The column, of about 700 words, began with a denunciation of the South African Government's policy of racial separation, and then touched on such topics as the need to peacefully resolve conflicts.

Dr. Bloch is a scholar who has frequently translated the Pope's writings for publication. Although the first column appeared to be a single narrative by the Pope, Dr. Bloch created the column by selecting sections from various writings and speeches by the Pope and editing them together, according to Mr. Klebanoff.

Accord With Vatican Cited

The column was announced with much publicity earlier this summer and provoked a flurry of comment regarding the Pope's apparent participation in such a venture. In response to wide interest from news organizations, Mr. Klebanoff and Mr. Newcombe said at that time that they had reached agreement with the Vatican for a weekly column by the Pope. Yesterday's strongly negative response from the Vatican press office specifically referred to a Spanish version of the column that appeared Saturday in ABC, a daily newspaper in Madrid.

In a statement issued yesterday on behalf of the two syndicates, Mr. Newcombe said that the syndicates decided to sell the column because E.A.V. Associates "gave us representation that it had authorization from the Vatican for the column." Mr. Newcombe said that he had seen contracts between E.A.V. and the Vatican Library regarding the venture.

The syndicates have sold the column to about 200 newspapers, 100 in the United States and the rest in about 20 other countries. But apparently the authorization was ambiguous, resulting in what Mr. Klebanoff described yesterday as a "bureaucratic issue."

E.A.V., Mr. Klebanoff's company, gained worldwide rights last year to license various Vatican-related products, such as Christmas ornaments and cards on behalf of the Vatican Library. The column is only one of many such products, and not one with great financial potential, according to Mr. Klebanoff.

But the Vatican statement created confusion regarding the arrangements by denying that there was any agreement.

According to the statement, "For the editorial initiatives concerned there have not been any agreement, of any kind, neither written nor oral, with exponents of the Vatican."

Times 9/11/85 Page 10

Alt U.S. Space Test

ILES MOHR
New York Times

The suit was filed by four Democratic Representatives — George E. Brown Jr. of California, Joe Moakley of Massachusetts, John J. Seiberling of Ohio and Matthew P. McHugh of New York — and the Union of Concerned Scientists, which favors arms pacts.

Congress last year approved three tests, but said they could not be conducted until the President certified that the United States was "endeavoring, in good faith," to negotiate the "strictest possible limitations" on anti-satellite weapons; that, pending such an agreement, testing is necessary "to avert clear and irrevocable harm to the national security;" that testing would not be an irrevocable step that would gravely impair prospects for a treaty, and that the tests would not violate the 1972 treaty limiting antiballistic missile weapons.

On Aug. 20, President Reagan sent to Congress a certification contending that the requirements had been met.

However, the United States has refused to begin negotiations suggested by the Soviet Union, on the ground that an agreement on anti-satellite weapons, known as ASAT, could not be verifiable and that it could identify no proposed limitation that would be in the overall interests of the United States. A White House statement said: "we will continue to study possible ASAT limitations in good faith."

Representative Brown and Howard Ris, director of the Union of Concerned Scientists, said today that the President had made "a mockery" of the law. The lawmaker said Mr. Reagan had shown a "flagrant disregard" of the Congressional requirement.

Washington Post 9/11/85 page A 16

KAL Controllers Defended

Jet's Course Deviation Unknown, U.S. Says

By Douglas B. Feaver
Washington Post Staff Writer

The Justice Department said yesterday that Federal Aviation Administration air traffic controllers handling Korean Air Lines Flight 007 had no way of knowing that the flight was straying off course, ultimately to be shot down by Soviet fighters Sept. 1, 1983, killing all 269 people on board.

The statement, in U.S. District Court papers, came in the civil lawsuit brought by the families of the victims against the airline, the U.S. government and others.

The plaintiffs' recording expert said that air traffic control tapes contain the words "We should warn him" as background conversation. The words are heard as a controller in Anchorage was having trouble communicating with Flight 007, the plaintiffs say.

The controller was seeking a radioed position report from Flight 007. Although direct contact was not established, Flight 007 subsequently relayed its position report through another KAL plane, a circumstance the FAA has said is not unusual.

The communication difficulty occurred five hours before the plane was shot down, but the plaintiffs

contend that it had already strayed far enough off course to be warned.

The Justice Department included an affidavit from FBI special agent Bruce E. Koenig, a tape expert. Koenig said, "Any statement . . . regarding what words are in the background conversation . . . would be pure and unwarranted speculation. I do not believe that anyone can state to even a reasonable degree of scientific certainty what is said."

The Justice Department denied that the controller was observing a radar screen carrying an Air Force radar return that showed the flight's position. It also denied that Air Force radar trackers had told controllers Flight 007 was straying.

Further, the department said, at the time that plaintiffs allege the plane was demonstrably off course, it was beyond the range of military radar.

"The evidence is clear that the controllers at Anchorage had no way of knowing that the aircraft was not where its pilot said it was," the department said. "Plaintiffs' offering of what must surely be the most convenient interpretation of background conversation imaginable does nothing to change this."

Donald W. Madole, lead attorney for the plaintiffs, declined to comment.

8-259
+RECORDED
10/30/85
kk

FEDERAL BUREAU OF INVESTIGATION:
UNITED STATES DEPARTMENT OF JUSTICE

To: B. W. Franklin
Airway Facilities Accident Coordinator
U.S. Department of Transportation
Federal Aviation Administration FBI FILE NO.
701 C Street, Box 14
Anchorage, Alaska 99513 LAB. NO. 51017067 E QZ

Re: KOREAN AIR LINES DISASTER YOUR NO.

Examination by:

b7c

Examination requested by: **Addressee**

Reference: Letter dated with no date

Examination requested: Signal Analysis

Specimens received: 10/17/85

ALSO SUBMITTED:

- LINEUP PROCEDURES

 1. One copy of "ZAN COMM Lineup Procedures"
 2. Two copies of recording system drawings.

At Anchorage Air Route Traffic Control Center with
ET [REDACTED] 10/24-26/85.

b7c



MEMBER ANCHORAGE ARTCC

OFFICE: (907) 289-1136

FEDERAL AVIATION ADMINISTRATION
5400 DAVIS HIGHWAY
ANCHORAGE ALASKA 99506-1697

WorksheetConclusions:

1. The earpieces on the headset and handset, alike and the 106¹ Speakers will pick-up room sounds ² at the rate that are recorded on channel 4 of the appropriate Magnavox recorder. The sensitivity and quality is best on the headset, followed by the 106 Speakers and then the handset.
2. No background room sounds are pick-up by the FAA (radio) headphones.
3. Normal ear level room conversation¹ from the handset earpiece and the 106² Loud Speakers are partially understandable. The earpiece on the headset is not sufficiently sensitive to pick-up the conversation.

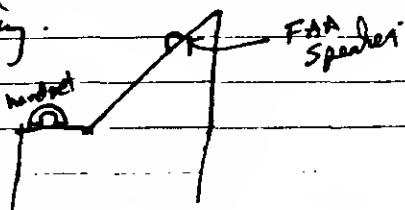
WorksheetAudio Test:

1. Ran at FAA Center, Anchorage, AL at position D-12
(matches D10/11 on transcription).
2. Nagra IV-S, 15ips, both channel, connected to phone jack output on Mayasayoc TR 1720 in basement, switchable between direct and reproduce (tape).
3. Sound source was a small ~~up~~ loudspeaker fed a 1kHz tone, producing a ~~1000~~ Hz signal rich in other material.
4. Sound level determined with an IVEE IE-30 A Audio Analyzer.
5. Between midnight & 2AM average room noise averaged 55 - 60dBA SPL with no one talking near microphone.
6. Normal speech voice at 2' ~ 70-75dBA SPL.
7. Covered other possible inputs when test run.
8. All controllers & supervisor advised that at time of questioned voice comp. the controller would always be using a handset and not a headset due to the limited traffic.

Reel Test # Description

- | | | |
|-------------------|----|--|
| 1 | 1 | At 120dBA SPL into handset earpiece - direct, reproduce, direct, and then reproduce. |
| 1 | 2 | Same as #1 except 106 Speaker |
| 1 | 3 | Same as #1 except FAA (radio) speaker |
| 1 | 4 | Same as #1 except handset earpiece. |
| 1 | 5 | Same as #4 except 80dBA SPL |
| 1 | 6 | Same as #1 except " |
| 1 | 7 | Same as #2 except " |
| ^{Part 1} | 8 | Normal conv. at 2 feet, handset facing talker - direct, repro, direct, repro |
| ^{Part 2} | 9 | Same as #8 except handset facing down |
| 2 | 10 | Same as #8 except handset facing away from talker |
| 2 | 11 | Normal conv. at 2 feet, 106 Speaker - disregard |
| 2 | 12 | Normal conv. at 2 feet, 106 Speaker - direct, repro, direct, repro |
| 2 | 13 | Normal conv. at 2 feet, handset earpiece facing talker, direct, repro, dir, repro. |

Output of FAA speakers, right in front of speaker, ~ 90 → 100dBA SPL depending on output. About 70 to 80dBA SPL on counter where handset would be lying.



51017067 E 42

Worksheet

Audio Test Results:

Test #1 - Very high level - over-drives recording system

Test #2 - High level ~ 40dB S/N in reproduce, muffled, limited freq. resp.

Test #3 - Tone not heard

Test #4 - High level ~ 35dB S/N in reproduce

Test #5 - Slightly above average noise on direct, lost in noise on reproduce

Test #6 - About 28dB above noise floor in reproduce mode

Test #7 - About 7-8dB above noise " "

Test #8 - Only partially understandable on direct & reproduce even with filtering.

Test #9 - Slightly better than Test #8, but still not completely understandable

Test #10 - Same as #8

Test #12 - Slightly poorer quality than test #8 - only a few words understandable

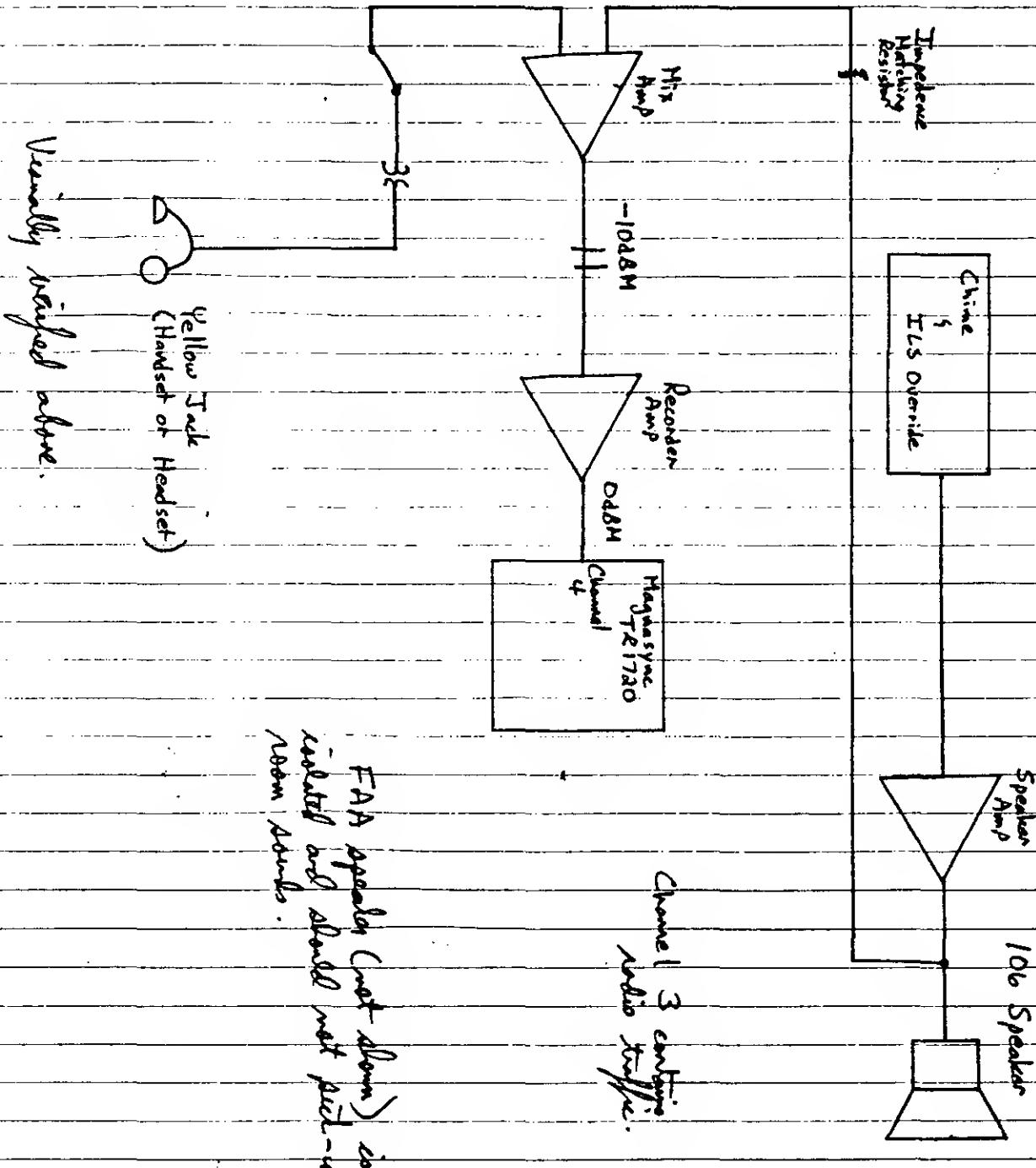
Test #13 - Not understandable on repro.

Vocables

Description in company claim 3 to 4 for "Oriental language"

Wiring Diagram

) Show channel 4 inputs that may produce sound even when the microphones are not activated.



WorksheetComments

1. Great wiring job - no wiring cross-talk possible at the limited dynamic range the recorder handles.
2. Controllers use yellow jacks for the recordings in question.
3. Background sounds picked up on 106 speakers not affected by volume control.
4. "Oriental language transmission had be picked up from a speaker broadcasting material from channel 3.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

) MDL DOCKET NO. 565
IN RE KOREAN AIRLINES)
DISASTER OF) MISC. NO. 83-0345
SEPTEMBER 1, 1983)
) ALL CASES
)

DECLARATION OF SPECIAL AGENT
BRUCE E. KOENIG PURSUANT TO 28 U.S.C. §1746

I, Bruce E. Koenig, hereby declare as follows:

1. I am a Supervisory Special Agent for the Federal Bureau of Investigation, assigned to the Engineering Research Facility, Newington, Virginia.

2. My responsibilities include the analysis of magnetic tapes of the type used on most audio tape recorders, including those involved in this case. My work is in large part devoted to forensic examinations of such tapes, that is, tape enhancement, voice comparisons, signal analysis and tape authenticity. In general, the purpose of my work is to increase the intelligibility of audio tapes to the maximum degree possible given existing technology.

3. My formal education includes a Bachelors Degree in Physics and Mathematics from the University of Maryland and a Masters in Forensic Science from George Washington University. In addition, I have taken electronics and other technical courses through the DeVry Institute of Technology, the University of Utah and Northern Virginia Community College. I

am currently working toward a Masters Degree in applied physics from George Mason University.

4. In addition to the intensive training afforded me at the Technical Services Division and the FBI Laboratory, my particular training in magnetic tape analysis includes attendance at numerous schools and seminars in the magnetic tape analysis field. Among the courses I have completed have been in the use of spectrograms in tape analysis (at Voice Identification, Inc. in Somerville, New Jersey), the use of digital analysis equipment (at Spectral Dynamics Corporation, San Diego, California) and the principles of digital signal processing from Dr. Thomas Stockham, Jr. and his staff at the University of Utah.

5. I am a member of the Audio Engineering Society, the Acoustical Society of America and the American Institute of Physics.

6. My previous experience in the analysis of voice tapes and their contents includes analysis of the audiotapes in the "ABSCAM" prosecutions and in the investigation from 1979-1982 of the "second gunman" theory associated with the assassination of President John F. Kennedy. I have performed analysis of tapes in connection with at least fifty aviation cases, including the Air Florida crash. During my career, I have conducted examinations of more than 6,300 separate audio recordings.

7. The Signal Analysis Unit of the Engineering Research Facility employs six persons, including myself, qualified as tape examiners. Each of them is formally trained in the physical sciences and has received intensive on-the-job training as technicians in this specific area, before they are regarded as qualified to testify as to the results of any analysis.

8. The tools we use include a multimillion dollar array of state of the art equipment which exceeds in quality and sophistication any equipment of its kind anywhere in the world. Among the entities which regularly seek our assistance are Federal, State and local law enforcement agencies in all 50 states, the District of Columbia, Puerto Rico and the Virgin Islands, as well as, to date, twelve foreign governments.

9. On Monday, August 26, 1985, the original tape recording of communications recorded at the Anchorage Air Route Traffic Control Center on August 31, 1983 was delivered to me by an official of the Federal Aviation Administration at the Engineering Research Facility.

10. I listened twice to portions of that tape, including the portion pertaining to 1433:55 to 1434:372 on the original tape on all twenty channels contained on that tape and directed my assistant to listen to them a third time.

11. No information was found on any channel other than track 4 which would correspond in time to the disputed sounds; the sounds are not "crosstalk" randomly picked up from another track.

12. I then made a high quality copy of the original tape for the period 1433:55 to 1434:37Z, using a Revox PR 99 reel-to-reel tape recorder.

13. I subjected the resulting copy to filtration through sophisticated digital filters produced by Digital Audio Corporation, with no improvement in intelligibility. I next ran it through several analog filters, specifically the Ithaco Band Pass Filter and the Orban Parametric Equalizer. This resulted in a very slight improvement in intelligibility.

14. I next copied this filtered signal onto a professional quality cassette recorder, a Revox B710MKII.

15. The cassette recording which is Exhibit A hereto is a copy of the resulting tape.

16. I have listened to direct and enhanced copies of the pertinent period several hundred times.

17. My conclusion is that the voice information contained during this period is below the lower limits of what the system involved was designed to record.

18. Exhibit A is the clearest version of the information which can be produced with existing technology and in my opinion cannot be made more intelligible.

19. I have reviewed the affidavit of Raymond H. Yeager submitted in this case, as well as various correspondence in which is expressed opinions regarding the contents of this recording.

20. In my opinion, any statement, by anyone, including myself, regarding what words are in the background conversation between 1433:55 and 1434:37Z would be pure and unwarranted speculation. I do not believe that anyone can state to even a reasonable degree of scientific certainty what is said.

9/5/85
Dated

Bruce E. Koenig
BRUCE E. KOENIG

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FDIPA DELETED PAGE INFORMATION SHEET

7 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
149-12981-32 enclosure

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX

8-259
RECORDED
9/4/85
kk

FEDERAL BUREAU OF INVESTIGATION:
UNITED STATES DEPARTMENT OF JUSTICE

Examination requested by: Addressee

Reference: Letter dated 8/22/85

Examination requested: Enhancement - Miscellaneous

Specimens received: 8/26/85, personally delivered by

Q1 One Tape

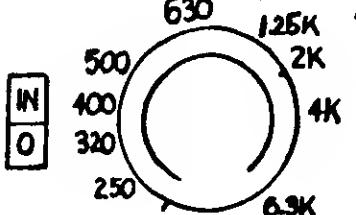
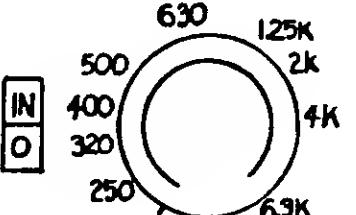
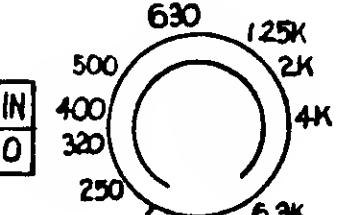
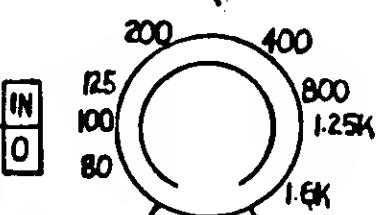
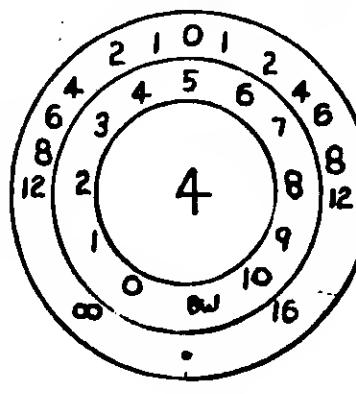
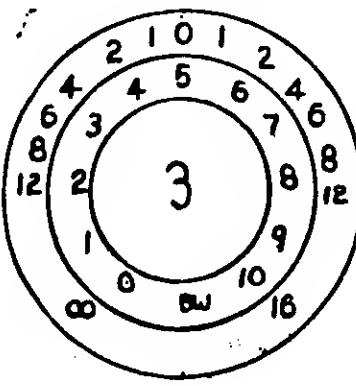
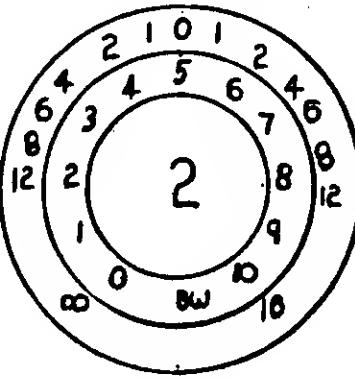
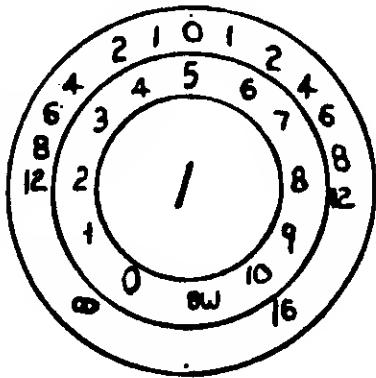
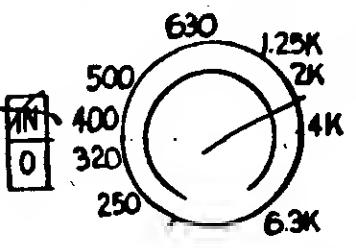
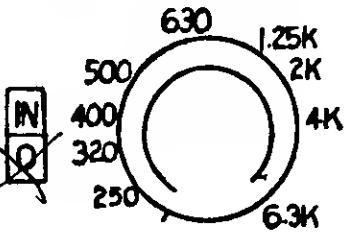
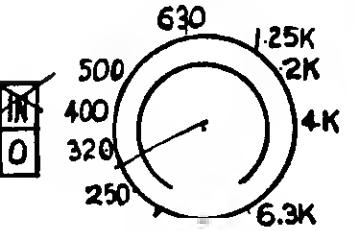
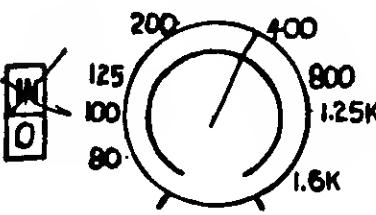
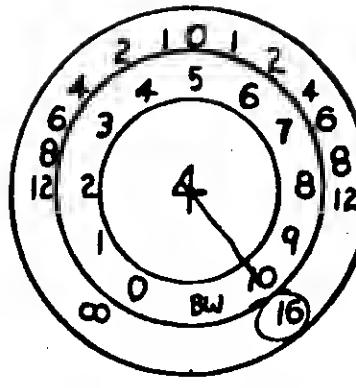
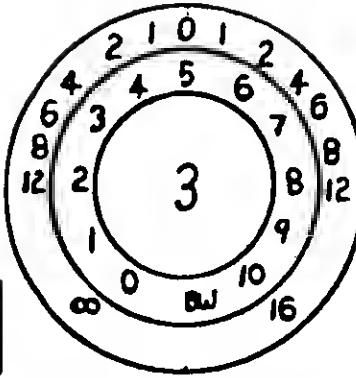
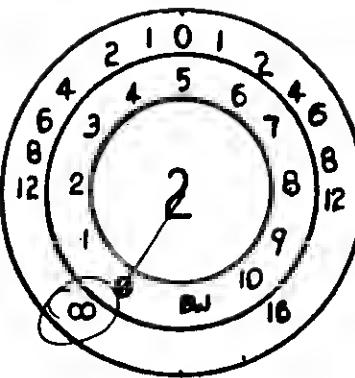
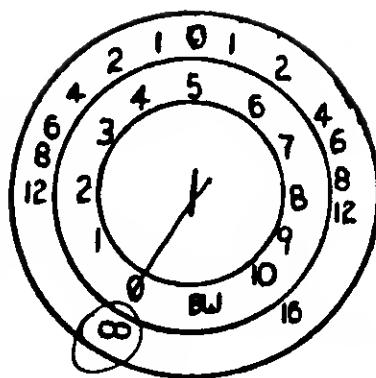
ALSO SUBMITTED:

One copy of a transcription

no name ORBAN 6228

四

Label 5 DE 26030 E 02



50826030 E

Worksheet

Q1 One Scotch 10 $\frac{1}{2}$ " reel of 1" wide magnetic tape wound in part "8/31/83" on a white label. In a Magneyne/Morita cardboard tape box. Rec. from Bob Hale, FAA, on 8/26/85.

Q1, channel 4, ~ 1433:55 → 1434:37

1. Direct copy made at 7 $\frac{1}{2}$ ips, full 7" reel, 1.5 mil by playing back on a Magneyne/Morita TP-2020, 20 channel logger.
2. Speed off 170/180.
3. Very low-level noise at very beg. of portion; below system noise floor; a few tones.
4. Quality very poor - only guesses could be made to as to words spoken. Maybe a ? ing word used.
5. No pertinent info. noted on other channels that could account for spoken words.
6. DRC's did not improve intelligibility.

Enhanced copies (#) of pertinent area only

1. Played back direct copy on a Revox PR99, speed corrected.
2. Thru 2 Itaco 4211 Electronic Filters 17-200 Hz-4K
3. Thru a 6228 Orban Parametric Equalizer, see attached sheet
4. Recorded on a Revox B710 MKII, 1 $\frac{1}{2}$ ips, both channels, Maxell C30

Requested by
John Flaten

6 → 9 Same as #4

5. John Flaten
on 9/3/85 10. Recorded on a Revox PR 99, full, 7 $\frac{1}{2}$ ips, 7" reel, 1.5 mil (retained by FAF)

Very slight improvement due to extremely very low record level

One enhanced copy each to Bob Hale & Ms Flaten on 8/26/85.

Q1 to Bob Hale (at my home) on evening of 8/26/85.

Four enhanced copies to Ms. Flaten on 9/5/85.

Made direct copies at follows:

1. Pertinent area of channels 3, 4, 13 - 7 $\frac{1}{2}$ ips, full 7" reel, 1.5 mil
2. Pertinent area of channels 3, 4 and 4, 13 on separate tracks - 7 $\frac{1}{2}$ ips, full, 7" reel, 1.5 mil

50826030 E QZ

Worksheet

Channel 4 on Q1 at 1437:17 on transcript is low level
duplication of high-level signal on channel 3 of Q1 occurring
simultaneously (cross-talk). Considerable ^{very} low-level voice info. heard
between 1434:17 ad 1434:37, which is not cross-talk from
channel 3.

50826030 E QZ

COMMUNICATIONS WITH OR CONCERNING KE007

<u>TIME + SOURCE</u>	<u>CONTENT</u>
1350:09 KE007	Anchorage, Korean Air zero zero seven
D 2/3	Korean Air zero zero seven, go ahead
KE007	Zero zero seven, Bethel at four niner, Flight Level three one zero, estimate NABIE at one four three zero. Two one niner decimal zero, minus four niner, two niner five diagonal two five
D 2/3	Korean Air zero zero seven, roger, report NABIE to Anchorage on one two seven eight
1350:33 KE007	One two seven eight, roger
1350:42 D 10/11	Go ahead
D 2/3	Korean Air zero zero seven says NABIE one four three zero. TJ
D 10/11	KD

COMMUNICATIONS WITH OR CONCERNING OTHER A

<u>TIME + SOURCE</u>	<u>CONTENT</u>
1340:06 D 2/3	Roger

COMMUNICATIONS WITH OR CONCERNING KE007

<u>TIME + SOURCE</u>	<u>CONTENT</u>
--------------------------	----------------

1432:22
D 10/11 Korean Air zero zero seven,
 Anchorage Center

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAFT

<u>TIME + SOURCE</u>	<u>CONTENT</u>
--------------------------	----------------

1401:02 KE015 Anchorage Center, Korean Air zero one five, position
 D 2/3 KE015 Korean Air zero one five, go ahead
 KE015 Roger, passing Bethel at one four zero one, Flight Level three three zero, estimating NABIE at - - - NABIE at one four four one. Fuel remaining two two three decimal zero, minus five six, spot three one zero diagonal two *, go ahead
 D 2/3 KE015 Korean zero one five, report NABIE to Anchorage one two seven eight
 1401:39 KE015 Roger, one two seven eight. Good morning
 1401:41 D 2/3 One four four one NABIE estimate
 Korean Air zero one five
 D 10/11 KE015 KD
 D 2/3 KE015 TJ

COMMUNICATIONS WITH OR CONCERNING KE007

TIME + SOURCE	CONTENT
------------------	---------

1432:33
D 10/11 Korean Air zero zero seven,
Anchorage Center

1433:37
D 10/11 Korean Air zero zero seven,
Anchorage Center

1433:45
UNK

1433:53 D 10/11 Korean Air zero zero seven,
Anchorage Center, how do you read?

1434:17 UNK K.E. 015. * * * * * * * ((Oriental language)) ←

1434:37
D 10/11 Korean Air zero zero seven,
) Anchorage Center

1434:50 UNK * * * * ((Oriental language))

1434:54
UNK * * * ((Oriental language))

1434:02
KEO 15 Anchorage, Korean Air zero one five

COMMUNICATIONS WITH OII CONCERNING OTHER AIRCRAFT

TIME + SOURCE	CONTENT
------------------	---------

COMMUNICATIONS WITH OR CONCERNING KE007

TIME +
SOURCE CONTENT

1435:07
D 10/11 Korean Air zero one five, Anchorage
Center, go ahead

1435:11
KE015 Roger, Korean Air zero one five, ah, we are forward report (that we have), ah, zero zero seven position NABIE one four three two, Flight Level three one zero, estimating NEEVA one five four nine. Fuel remaining two zero zero decimal zero, minus four nine, spot two five zero diagonal six zero, go ahead

1435:39
D 10/11 Korean Air zero one five, roger, ah, have Korean Air zero zero seven report NEEVA to Anchorage one two eight decimal two

1435:49
KE015 Roger, NEEVA one two eight decimal two. Good day

1435:56
KE015 Zero zero seven

1436:15
E459 Four five nine

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRA

TIME +
SOURCE CONTENT

COMMUNICATIONS WITH OR CONCERNING KEOOT

<u>TIME + SOURCE</u>	<u>CONTENT</u>
--------------------------	----------------

1436:16
D 10/11 Four five nine, Center Channel
eleven reference, ah, Korean Air
zero zero seven

1436:20
E459 Go ahead

1436:21
D 10/11 Ah, you can recancel it

1436:23
E459 GB

D 10/11 KD

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAFT

<u>TIME + SOURCE</u>	<u>CONTENT</u>
--------------------------	----------------

1437:30
PA800 Anchorage Center, Clipper eight
hundred, over

1437:43
AF675 Anchorage Air France six seventy-
five, good morning

1437:50
D 10/11 Air France six seven five,
Anchorage Center, Good morning. Go
ahead

AF675 * * we're estimating over at Shemya
five eight, PICUM next, and we'd
like to climb up three seven zero
whenever, at Shemya, if available

COMMUNICATIONS WITH OII CONCERNING KE007

TIME +
SOURCE

CONTENT

COMMUNICATIONS WITH OII CONCERNING OTHER AIRCRAFT

TIME +
SOURCE

CONTENT

PA800 --chorage Center, Clipper eight hundred on one twenty-seven point eight, over

D 10/11 Clipper right hundred, stand by. Air France six seven five, roger, squawk six five two seven. You can expect higher at Shemya

AF675 Six five, ah, ah, two seven, is that correct?

D 10/11 For Air France six seven five, affirmative, sir

1438:28
D 10/11 Clipper eight hundred, Anchorage Center, go ahead

PA800 Roger, Anchorage, Clipper eight hundred was by St. Paul (at, oh) three seven, we're maintaining Flight Level three seven zero, estimating Cape Newenham at one five zero seven, Dillingham next

D 10/11 Clipper eight hundred, roger, report Cape Newenham to Anchorage Center one two four point eight

1438:53
PA800 Cape Newenham one twenty-four decimal eight

UNICATIONS WITH OR CONCERNING KE007

+
CECONTENT

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAFT

TIME +
SOURCECONTENT

UNK * *

D 10/11 Clipper eight hundred ((pause))
 Cape Newenham at one five zero
 seven, Flight Level three seven
 zero. KD

1440:15
 D 10/11 Air France six seven five, verify
 you do not want to climb to higher
 until Shemya, sir?

AF675 We'd like to climb to three seven
 zero just past Shemya, sir, when
 passing Shemya

D 10/11 Air France six seven five, roger

1443:08
 KE015 Anchorage Center, Korean Air zero
 one five, position

1443:12
 D 10/11 Korean Air zero one five, Anchorage
 Center, go ahead

COMMUNICATIONS WITH OR CONCERNING KE007

TIME +
SOURCECONTENT1443:58
KE007Anchorage Radio, Korean Air zero
zero seven1444:03
IFSSKorean Air zero zero seven,
Anchorage

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAFT

TIME +
SOURCECONTENT1443:15
KE015Roger, Korean Air zero one five,
position NABIE one four four three,
Flight Level three three zero,
estimate, ah, NEEVA one six zero
four, fuel remaining two zero three
decimal five, minus five two, spot
two four five diagonal five zero.
Go ahead1443:40
D 10/11Korean Air zero one five, roger,
report NEEVA Anchorage Center one
two eight decimal two1443:46
KE015Roger, at, ah, NEEVA one two eight
decimal two1443:55
D 10/11

Go ahead

D 2/3

* * (Eastlett) whatever his name is

D 10/11

(Easy cook) * * *

COMMUNICATIONS WITH OR CONCERNING KE007

<u>TIME + SOURCE</u>	<u>CONTENT</u>
--------------------------	----------------

1444:09
KE007 Roger, Korean Air zero zero seven, position at NABIE at one four three two, ah, we're at three one zero, estimating NEEVA one five five three. Remaining fuel two zero zero decimal zero. Minus four niner, wind two five zero diagonal five, ah, diagonal six five, ah SELCAL code Golf Kilo Foxtrot Hotel. Requesting level three three zero when available.

1444:51
IFSS Korean zero zero seven, Anchorage, understand NABIE one four three two, three one zero, NEEVA one five five three, is that correct?

1445:02
KE007 Affirmative, Korean Air zero zero seven. That's affirmative

1445:06
IFSS Korean zero zero seven, Anchorage, roger progress. Stand by for SEL check

1445:28
KE007 Korean Air zero zero seven, SELCAL okay, thank you

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRAFT

<u>TIME + SOURCE</u>	<u>CONTENT</u>
--------------------------	----------------

D 2/3 Yeah

D 10/11 v-a-h

D 2/3 Okay, he's Evergreen eight eleven

D 10/11 Evergreen eight eleven

D 2/3 T J

D 10/11 What's that, E?

D 2/3 E E, yeah

D 10/11 E E eight eleven

D 2/3 Right

D 2/3 TJ

D 10/11 KD

COMMUNICATIONS WITH OR CONCERNING KE007

**TIME +
SOURCE**

CONTENT

1445:32

IFSS

Korean zero zero seven, Anchorage,
roger, and, uh, contact Anchorage
Center now one two seven decimal
eight, make your request with them

1445:42

KE007

Roger, it's one two seven eight,
roger

COMMUNICATIONS WITH OR CONCERNING OTHER AIRCRA

**TIME +
SOURCE**

CONTENT

1457:00

UNK

* * United one fifty is level at
Flight Level three nine zero

D 10/11

All right

UNK

(*EM)

1457:15

D 10/11

Anchorage Center, Sector ten and
eleven

TYO CNTR

Tokyo, request Flight Level three
four zero for Japan Air four two.
I have

D 10/11

Okay, Tokyo, say AHEAD time, sir.
I have no strips

UNITED STATES GOVERNMENT

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION**Memorandum**

(Type or hand print.)

TO : Section Chief
 Data Processing Section
 Technical Services Division
FROM : SA [REDACTED]

DATE: 9/23/85**COMMITMENT REPORT**Section Engineering

Assoc. Dir. _____
 Dep. AD Adm. _____
 Dep. AD Inv. _____
 Asst. Dir. _____
 Adm. Servs. _____
 Crim. Inv. _____
 Ident. _____
 Intell. _____
 Laboratory _____
 Legal Coun. _____
 Plan. & Insp. _____
 Rec. Mgmt. _____
 Tech. Servs. _____
 Training _____
 Public Affs. DH. _____
 Telephone Ru. _____
 Director's Sec'y _____

SUBJECT: KOREAN AIR LINES DISASTER
 SEPTEMBER 1, 1983
 ALLEGED MISCONDUCT OF AIR
 TRAFFIC CONTROLLERS

Examiner/s

[REDACTED]	b7c
Symbol/a	[REDACTED]
Man Workdays	[REDACTED]
Date/s	9/20/85
Testified	9/20/85
<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> No

Bufile # 95-

Court/Agency Dept of Justice
City & State Washington, D.C.

b7c

Reason for Appearing in Court but not Testifying: (Circle one)

01. Guilty Plea 03. Case Dismissed 05. Testimony not Needed
 02. Case Continued 04. Stipulation 06. Mistrial

07. Gave assistance to go in cross-examination.

Miscellaneous Commitments: (MC) (Other than Court Appearances - Circle One)

01. Lecture/Training (Othera) 06. Research/Data Acquisition
 02. Training (Self) 07. _____
 03. Speech 08. Investigative Support
 04. Pretrial Conference 09. Communication Support
 05. Field Examination of Evidence 10. Conference/Meeting

Results of ~~XXX~~ DepositionProsecuting Attorney Mark Dombroff Defense Attorney _____

Details/Unusual or Interesting Circumstance:

Employees appeared to assist in cross examination of Frank McDermott who claims to hear understandable background conversation in captioned matter that reflects that air traffic control personnel failed to warn the airplane that it was off course. McDermott's background and credibility were severely attacked. His testimony contradicts FBI analysis of the matter.

2- [REDACTED]

b7c



ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED
EXCEPT AS NOTED
OR OTHERWISE SPECIFIED

~~SECRET~~

1

b7c

Assistant Attorney General
Civil Division

May 28, 1986

Director, FBI

KOREAN AIR LINES FLIGHT 007 Ju

10-7-87
Classified by SP8AT/JSR

Declassify on: CADDY
7/27/982

b1

This communication is classified "Secret" in its entirety.

Reference your letter dated October 4, 1985, and our response dated October 16, 1985.

The records of the Federal Bureau of Investigation (FBI) on the following authors and their articles which allege U.S. spy or conspiracy motives have been reviewed with the following results:

There was no record identifiable with [REDACTED]

FBI files revealed no derogatory information on [REDACTED] who was previously [REDACTED]

[REDACTED] DE-214 149-127-1-33 Ju b7C

FBI files revealed that [REDACTED]

JUN 19 1986

The main source used by [REDACTED] for his article was a former [REDACTED]

b7C
b7D

Exec AD Adm.

Exec AD Inv.

Exec AD LES

Asst. Dir.

Adm. Servs.

Crim. Inv.

Ident.

Insp.

Intell.

Lab.

Legal Coun.

Off. Cong. &

Public Affs.

Rec. Mgmt.

Tech. Servs.

Training

Telephone Rm.

Director's Sec'y MAIL ROOM

SEE NOTE PAGE THREE

~~SECRET~~

Classified by: G-3
Declassify on: OADR

ALL INFORMATION ON THIS
PAGE IS UNCLASSIFIED S
EXCEPT AS INDICATED OTHERWISE

~~SECRET~~

Assistant Attorney General
Civil Division

FBI files revealed references to one [REDACTED]

b7C

[REDACTED]
It could not be determined if the [REDACTED] at [REDACTED]
[REDACTED] is identical to the author of the article [REDACTED]

b7C

FBI files indicate one Oliver Edmund Clubb, born 1901, was a Foreign Service Officer at the U.S. Department of State from about 1928 to 1952. He left the Foreign Service and became a visiting professor at Columbia, Harvard, Yale and other universities, after allegations that in 1932, he had delivered a "sealed envelope" to the offices of the CPUSA journal, "New Masses". The allegations were converted to formal charges and Clubb was suspended from active duty. He was subsequently cleared of security and loyalty charges, after which he retired.

b1

BEST COPY AVAILABLE

~~SECRET~~

2-

ALL INFORMATION ON THIS
PAGE IS CLASSIFIED S
UNLESS INDICATED OTHERWISE

SECRET

~~Acting~~ Assistant Attorney General
Civil Division

NOTE:

The Department of Justice by letter 10/4/85, requested any examples of disinformation connected with KAL Flight 807. That information was furnished by FBI letter 10/16/85.

This provides results of file reviews on authors' whose articles allege U.S. spy or conspiracy motives regarding KAL Flight 007.

Some references have only recently been available for review.

126

Desku

۱۷۴

301

BEST COPY AVAILABLE

SEXUAL

- 3 -

~~ALL INFORMATION ON THIS
PAGE IS UNCLASSIFIED~~

XXXXXX
XXXXXX
XXXXXX

FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

3

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b1 b7c b7d with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

— Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

— Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
Document #1

XXXXXX
XXXXXX
XXXXXX
 XXXXXXXXXXXXXXXXXXXX
 X DELETED PAGE(S) X
 X NO DUPLICATION FEE X
 X FOR THIS PAGE X
 XXXXXXXXXXXXXXXXXXXX

XXXXXX
XXXXXX
XXXXXX**FEDERAL BUREAU OF INVESTIGATION**
FOIPA DELETED PAGE INFORMATION SHEET

5 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) _____ with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

____ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

____ Page(s) withheld for the following reason(s):

- For your information: _____

- The following number is to be used for reference regarding these pages:
Document # 2

XXXXXX
XXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXX
X DELETED PAGE(S) X
X NO DUPLICATION FEE X
X FOR THIS PAGE X
XXXXXXXXXXXXXXXXXXXX